

APPROVED

September 30, 2008

Michigan State
Administrative Board

Lansing, Michigan

September 23, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, September 23, 2008, at 11:00 a.m.

Present: Steven Liedel, Deputy Legal Counsel, representing Jennifer M. Granholm, Chairperson
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of State
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Carol Rademacher, Manager, Consultant Contractor Section, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation

1. CALL TO ORDER:

Mr. Liedel called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. Wolenberg moved that the minutes of the special meeting of September 12, 2008, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

September 23, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on September 17, 2008. Those present
being:

Chairperson:	<u>Duane Berger, representing</u> Secretary of State Land	Approved _____
Member:	<u>Walt Herzig, representing</u> Lt. Governor Cherry	Approved _____
Member:	<u>James Shell, representing</u> Attorney General Cox	Approved _____
Others:	Sherry Bond, Janet Rouse, Department of Management and Budget; Ron Adams, Keith Brown, Connie Hanrahan, Amy Meldrum, Nikki Moore, Susan Panetta, Pat Scarlett, Sonja Scheurer, Karen Watson, Department of Transportation; Tim Aho, Moyle Real Estate and Development	

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

Correspondence was received from the Director of the Department of Transportation, Kirk T. Steudle, regarding an emergency purchase with Mettler Toledo Incorporated for \$57,515.50 for repair of two weigh-in-motion scales at the Mackinac Bridge.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Items 20, 21, 22, 23, 25, 26, and 27 of the regular agenda withdrawn; Item 19 of the regular agenda contingent upon approval by the Office of Commission Audit; and Items 145 and 147 of the regular agenda contingent upon receipt of a 10% over engineer's estimate letter. Supported by Mr. Herzig, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

At the State Administrative Board meeting on September 23, 2008 Item 113 of the regular agenda was withdrawn by the Department of Transportation.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 17, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: September 23, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. **HIGHWAYS (Real Estate) – Resolution “A” (Over-the-Counter Sale)**
Tracts 1093, 1094, 1095; Control Section 50111, Parcel 120S, Part B, Part C, and Part D

The subject tracts are located in the city of St. Clair Shores, Macomb County, Michigan. Tract 1093 contains approximately 3,050 square feet, Tract 1094 contains approximately 2,364 square feet, and Tract 1095 contains approximately 1,898 square feet. The tracts were offered for sale at public auction on May 29, 2008, and did not sell. They were approved to be available for over-the-counter sale on June 2, 2008. The tracts were appraised by Donald J. Suchocki, staff appraiser, Metro Region, on September 4, 2007, at the following amounts: Tract 1093-\$400; Tract 1094-\$300; Tract 1095-\$250. The tracts were approved for sale by Paul Sander, Metro Region Appraisal Manager, on September 4, 2007, at the amounts listed above. Lazar Jovanovski and Mile Nestorovski have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$950, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48081.

2. HIGHWAYS (Real Estate) – Resolution “B” (Railroad Sale to Local Municipality)
Sale RR-037-F, Item 1, Control Section 240616, Parcel 12A

The subject tract is located in the township of Resort, Emmet County, Michigan, and contains approximately 3.70 acres. The property was appraised by Jeff Kirby, consultant appraiser, on February 29, 2008, at \$10,000, and the appraisal was reviewed by Ronald Adams, Property Analyst, Program and Property Management Services Unit, on April 1, 2008, at the amount of \$10,000. The appraised property was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Unit, Project Development Section, Real Estate Division, on April 2, 2008, at the amount of \$10,000. The subject tract was offered to the local municipality per procedural requirements. The tract is being conveyed with a ten-year reversionary clause restricting the property to a public use. The City of Petoskey has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$10,000, which represents payment in full. The property was determined to be excess by the Bureau of Aeronautics and Freight Services.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of railroad sales is to dispose of state-owned property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If railroad property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49770.

3. HIGHWAYS (Real Estate) – Resolution “C” (Railroad Property Exchange)
Sale RR-034-F, Item 1, Control Section 3160A1, Parcels 20, Drive, 24-C Pt. A, MDOT-RR, 12PV

This transaction will resolve a legal dispute involving the encroachment of the applicant's development on MDOT-owned property and will provide for the resolution of a possible clouded title. MDOT has been advised on this course of action by the Office of the Attorney General. The parcels involved, which will be conveyed from MDOT to the applicant, Canal Crossings, LLC, are located in the city of Hancock, Houghton County, Michigan, and contain approximately 0.23 acres. The property that will be conveyed to MDOT from Canal Crossings, LLC, in exchange is also located in the city of Hancock, Houghton County, Michigan, and contains approximately 0.88 acres. This exchange was approved by William Homrich, Freight Services and Safety Division, Bureau of Aeronautics and Freight Services, on August 13, 2007. The transaction was approved for the consideration of mutual benefits by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on December 27, 2007. MDOT (through its Bureau of Aeronautics and Freight Services) will grant an easement to Canal Crossings, LLC, for the parcel identified by the parcel designation DRIVE for the purpose of providing ingress/egress to the applicant's development. MDOT (through its Bureau of Highways) will grant an easement to Canal Crossings, LLC, for the parcel identified as parcel 24-C Pt. A, also for the purpose of providing ingress/egress to the development. MDOT (through its Bureau of Aeronautics and Freight Services) will quit claim property to Canal Crossings, LLC, identified as parcel 20 in order to provide title to the applicant for a portion of its development, which is currently encroaching on MDOT property. In return, Canal Crossings, LLC, will quit claim to MDOT two parcels identified as parcels MDOT-RR and 12PV for the purpose of clearing MDOT's title of any interest in the property that the applicant may hold. The total area of the property that MDOT will receive (0.88 acres) is larger than the total area that MDOT will convey to Canal Crossings, LLC (0.23 acres). Since all the parcels are in close proximity and there are no other influencing factors, and because MDOT will receive a net gain of property from the transaction, no exchange of money will be necessary, and the appraisals have therefore been waived.

Criticality: This exchange consists of an exchange of 0.23 acres of excess railroad-related property owned by MDOT for approximately 0.88 acres of property owned by Canal Crossings, LLC. There are five separate parcels involved in the transaction, all of which are located in the city of Hancock, Houghton County.

Purpose/Business Case: With this transaction, two of the parcels for which MDOT is conveying an easement to the applicant will provide ingress and egress to the applicant's Canal Crossings development. Another parcel that MDOT is conveying (via quit claim deed to the applicant) will also provide title to the applicant for a portion of its development that is currently encroaching on MDOT property. In exchange, the applicant is conveying by quit claim deed two properties to MDOT that will clear the title of any interest the applicant may have.

Benefit: MDOT will gain a net increase in property; an encroachment on MDOT property will be resolved; and a potential claim on title of property owned by MDOT will be resolved.

Funding Source: No special funding source is required for this exchange.

Commitment Level: MDOT is committed to an exchange of property at no additional cost to MDOT; this exchange will result in a net increase in MDOT held property at this location.

Risk Assessment: The risk involves a continued encroachment on MDOT property and a potential claim on the title of a parcel owned by MDOT.

Cost Reduction: There are no special costs involved with this exchange.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49930.

* Denotes a non-standard contract/amendment

4. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Operations/Maintenance Facility

Contract (2008-0516) between MDOT and the City of Battle Creek will provide federal and state grant funds for the construction of a new operations/maintenance facility at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$8,068,000. Source of Funds: FAA Funds (via block grant) - \$3,937,000; State Restricted Aeronautics Funds - \$103,605; City of Battle Creek Funds - \$4,027,395.

Criticality: The existing operations/maintenance facility needs to be relocated to allow the construction of the new general aviation parallel runway. The existing facility is one of the oldest buildings on the airfield and is badly in need of replacement. The construction of the new building is essential for the overall parallel runway project.

Purpose/Business Case: To provide for the construction of a new operations/maintenance facility.

Benefit: Will allow for the parallel runway to proceed, which will result in overall enhanced operational safety of the airport.

Funding Source: 48.8% FAA Funds; 1.28% State Restricted Aeronautics Funds; 49.92% City of Battle Creek Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49015.

5.-7. *ATTORNEY GENERAL - Claims Investigation Services

The following contracts between MDOT and the following individuals will provide for claims investigation services to be performed under the direction of the Office of Attorney General, Transportation Division. The contracts will be in effect from October 1, 2008, through September 30, 2009. The maximum expenditures under the contracts will vary between \$28,500 and \$32,500. Source of Funds: 100% State Restricted Trunkline Funds.

	<u>Contract Number</u>	<u>Investigator</u>	<u>Amount</u>
5.	2009-0036	Richard Johnson	\$32,500
6.	2009-0037	Terry O'Dell	\$32,500
7.	2009-0038	Michael Thomas	\$28,500

Criticality: The current contracts will expire on September 30, 2008. It is imperative that the new contracts be in place so that the attorneys can continue to work on their assigned caseloads. As a result, these contracts cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To defend MDOT from tort liability under the highway exception to governmental immunity, MCLA 691.1402.

Benefit: MDOT will minimize its payouts to claimants for injuries on its roadways.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: There are fixed maximum amounts for attorney fees to be charged throughout the lives of the contracts.

Risk Assessment: Without adequate legal representation, MDOT will have higher payouts on claims.

* Denotes a non-standard contract/amendment

Cost Reduction: This is the standard rate paid for ongoing claims investigation services.

Selection: N/A.

New Project Identification: These are new contracts for ongoing services.

Zip Code: 48909.

8. EXECUTIVE - Time Extension

Amendatory Contract (2007-0347/A1) between MDOT and Tri-Star Industries, Inc., will extend the contract term by one year to provide for an additional year of the as-needed services at no additional cost. The original contract provides for the performance of as-needed construction management engineering services to be performed to assess MDOT's organizational practices and procedures for delivering the road and bridge construction program and to make recommendations. The revised contract term will be December 1, 2006, through December 1, 2009. The contract amount remains unchanged at \$393,120. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This amendment will allow MDOT to identify opportunities to optimize the procedures and business practices associated with delivering its road and bridge construction program. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for an additional year of the as-needed services at no additional cost in order to continue with the assessment of MDOT's organizational practices and procedures for delivering the road and bridge construction program. The recommendations will allow MDOT to optimize those procedures and practices.

Benefit: Will support MDOT's goal of developing the organizational practices and procedures associated with delivering the capital construction program.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, MDOT will miss an important opportunity to improve the delivery of the road and bridge construction program.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; sole source for original contract.

New Project Identification: This is a new project.

Zip Code: 48909.

9. FINANCE & ADMINISTRATION – Time Extension

Amendatory Contract (2008-0048/A2) between MDOT and High Street Consulting Group, LLC, will extend the contract term by nine months to provide sufficient time for MDOT to utilize the final project deliverable, an in-person follow-up session, which will be scheduled after MDOT has had a chance to use the financial plan templates for several months. The original contract provides for the development of financial plan templates for use by MDOT staff to meet Federal Highway Administration (FHWA) requirements for major projects (projects totaling more than \$500,000,000 each). The revised contract term will be February 4, 2008, through June 30, 2009. The contract amount remains unchanged at \$92,457. Source of Funds: 80% FHWA Funds and 20% State Restricted Trunkline Funds.

Criticality: It is critical that this time extension be approved before the original contract expires on September 30, 2008.

Purpose/Business Case: To provide enough time for MDOT to utilize the final deliverable of this project, which is an in-person follow-up session. This will be scheduled after MDOT has used the financial plan templates for several months.

Benefit: MDOT will better benefit from the final deliverable if it can be delayed.

Funding Source: 80% FHWA and 20% State Restricted Trunkline Funds.

Commitment Level: The contract amount was negotiated based on needed services.

* Denotes a non-standard contract/amendment

Risk Assessment: If this amendment is not approved, MDOT will not be able to receive the final deliverable in the way it was originally intended.

Cost Reduction: Training staff in-house to develop the plans will be the most cost efficient way to meet the FHWA requirement. The costs of the templates and training will be much less than the costs of hiring a consultant to develop a financial plan for each separate project.

Selection: N/A for amendment; best value for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

10. ***HIGHWAYS – Increase Services and Amount, Extend Term**

Amendatory Contract (2005-0478/A1) between MDOT and Emergency Road Response, Inc., will provide for the performance of additional freeway courtesy patrol services, will increase the contract amount by \$2,342,696.40, and will extend the contract term by one year. The amendment will provide for the continuation of existing freeway courtesy patrol services for an additional year. The original contract provides for freeway courtesy patrol services to stranded motorists throughout the Southeast Michigan freeway system. The services are performed under the direction of MDOT through the Michigan Intelligent Transportation Service Center in Detroit, Michigan. The revised contract term will be October 1, 2005, through September 30, 2009. The revised contract amount will be \$9,370,785.60. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The freeway courtesy patrol services, which are available 24 hours a day, seven days a week, are critical for the safe and efficient operation of the Metropolitan Detroit freeway system. Active traffic management and incident management are critical for the freeway operations and traveler safety. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of continued services based on original bid amounts, to increase the contract amount, and to extend the contract term by one year.

Benefit: The continuation of the freeway courtesy patrol services will aid in the management of the region's freeway system. MDOT will be able to continue to assist stranded motorists, which benefits those assisted and other motorists by reducing traffic congestion and increasing roadway safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: Costs are based on unit prices.

Risk Assessment: If this amendment is not approved, MDOT will not be able to continue to assist stranded motorists or operate the region's freeway system in an efficient and safe manner.

Cost Reduction: Unit prices are based on low bid.

Selection: N/A for amendment; low bid for original contract.

New Project Identification: This is not a new project.

Zip Code: 48226.

11. **HIGHWAYS – IDS Time Extension**

Amendatory Contract (2005-0483/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z17), for which additional time is needed to allow the consultant to continue to provide construction engineering services. The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be October 4, 2005, through October 3, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The original IDS contract will expire on October 3, 2008. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z17), and the consultant will not be able to continue to provide required construction engineering services under authorization (Z17). As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the term of the IDS contract by two years to allow authorizations issued under it to be extended when needed. This will provide sufficient time for the consultant to complete ongoing services, including work under authorization (Z17). No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved and the IDS contract is not extended, authorizations issued under cannot be extended as needed and the consultant will not be able to continue to provide required construction engineering services under authorization (Z17).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

12. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z17/R2) under Contract (2005-0483) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by two years to allow the consultant to continue to provide full construction engineering services through the end of the construction project, including for the project record review. The construction engineering consultant must wait for the project record reviews to be conducted before the construction engineering services can be completed. MDOT is currently delaying the construction engineering consultant while waiting to get a consultant under contract to perform the project record reviews. The original authorization provides for full construction engineering services to be performed for the reconstruction of M-1 (Woodward Avenue) from Winchester Street to Tuxedo Avenue in the cities of Detroit and Highland Park, Wayne County (CS 82131 – JN 60442A). The revised authorization term will be May 19, 2006, through October 3, 2010. The authorization amount remains unchanged at \$375,848.92. The contract term will be October 4, 2005, through October 3, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The additional time will allow the consultant to continue to provide the required full construction engineering services at no additional cost and to remain available until the project record reviews are conducted. Approval of this revision at this time is critical because the original authorization will expire on October 3, 2008. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by two years to allow the consultant to continue to provide full construction engineering services through the end of the construction project, including for the project record review.

Benefit: The consultant will have sufficient time to complete the full construction engineering services for the construction project, ensuring that all parts of the construction are up to current state and federal standards.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the construction engineering services cannot be completed. Current state and federal standards may not be met, and federal funding could be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48203.

13. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z20/R1) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will provide for the performance of additional as-needed inspection and testing services and will increase the authorization amount by \$194,993.43. The work items include project administration, hot mix asphalt inspection, quality assurance testing, and preparation and documentation of project records. The original authorization provides for as-needed inspection and testing services to be performed for construction projects within the Lansing Transportation Service Center (TSC) service area. The authorization term remains unchanged, December 20, 2007, through March 7, 2009. The revised authorization amount will be \$649,630.32. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Inspection and testing services are critical to ensure that highway construction projects are completed in accordance with state and federal guidelines so that federal funding is not jeopardized on future projects. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for additional hours for as-needed inspection and testing services to be performed for the Lansing TSC.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the project may not have adequate inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48910.

14. HIGHWAYS – IDS University Research Services

Authorization (Z20) under Contract (2006-0414) between MDOT and Michigan Technological University will provide for the development and distribution of four quarterly newsletters for fiscal year 2009 (JN 101671). The newsletters outline successful cases of implementation of research results to stakeholders of the research program, including local government agencies in Michigan and Local Technical Assistance Program centers in other states. This is an ongoing technology transfer and communication activity of the MDOT Office of Research and Best Practices. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$55,419. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The newsletter will provide for the federally-required timely transfer of research technology findings to all stakeholders of the research program. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the development and distribution of four quarterly newsletters for fiscal year 2009 that will outline successful cases of implementation of research results to stakeholders of the research program. Stakeholders include local government agencies in Michigan and Local Technical Assistance Program centers in other states. This is a technology transfer and communication activity of the Office of Research and Best Practices.

Benefit: All stakeholders will be able to benefit from the research program.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, stakeholders will not benefit from the research program.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

15. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2007-0633/A1) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the contract amount by \$298,754.69. The additional services will include completing full plan sets for the concrete pavement alternative and the hot mix asphalt (HMA) pavement alternative. The original contract provides for the performance of design services for the full depth concrete reconstruction of the existing two lanes of I-196 and the reconstruction of Coit Avenue and Lafayette Avenue and for the performance of bridge design studies for the Diamond Avenue and Eastern Avenue structures in Kent County (CS 41027 - JNs 75547C, 51883D, and 51884D). The contract term remains unchanged, September 13, 2007, through February 4, 2010. The revised contract amount will be \$1,669,994.81. Source of Funds: 89.13% Federal Highway Administration Funds and 10.87% State Restricted Trunkline Funds.

Criticality: This project has been selected to be let as an alternative bid project; it requires additional engineering, drafting, and plan preparation. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services, including completing full plan sets for both the concrete pavement alternative and the HMA pavement alternative.

Benefit: The project will help to reduce congestion, decrease user delays, and increase the safety of the roadways.

Funding Source: 89.13% Federal Highway Administration Funds and 10.87% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved and the project is not completed, congestion and user delays will continue, and an opportunity could be lost to improve roadway safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49503.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z30) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for the development of design plans for 86.583 miles of non-freeway sign upgrading along M-42, Old M-42, the US-131 business route (BR), M-115, and M-37 in the Cadillac Transportation Service Center (TSC) service area (CSs various - JN 102353C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$129,099.40. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Non-freeway sign upgrading is an annual program managed by MDOT. Projects are selected based on the ages and conditions of the signs in place along various highway segments. Some of the existing signs have already lost their retroreflectivity. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design plans for 86.583 miles of non-freeway sign upgrading along M-42, Old M-42, US-131BR, M-115, and M-37 in the Cadillac TSC service area. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which include permanent non-freeway signing.

Benefit: To improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Increased public safety risks and loss of safety assets.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

17. HIGHWAYS - Time Extension

Amendatory Contract (2008-0005/A1) between MDOT and HNTB Michigan, Inc., will extend the contract term by approximately 25 months to provide sufficient time for the consultant to complete the services. The additional time is needed to keep the contract active until the construction phase begins. Construction will be delayed until May 2009 or later. The original contract provides for the performance of design services for the installation of changeable dynamic message signs, closed circuit television cameras, traffic detectors, and communications infrastructure along I-94 in the Metro Region. The revised contract term will be October 17, 2007, through January 31, 2011. The contract amount remains unchanged at \$1,089,998.87. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: It is critical that this time extension be approved before the original contract expires on December 31, 2008.

Purpose/Business Case: The additional time is needed to keep the contract active until the construction phase begins. Construction will be delayed until May 2009 or later.

Benefit: The contract will remain active, allowing the consultant to be available when MDOT is ready to finalize the design plans for construction.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: If this amendment is not approved, the consultant will not be available when MDOT is ready to finalize the design plans for construction.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract amount maximum. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0172) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for the performance of as-needed design services during construction for the installation of supports for the dynamic message signs at the Blue Water Bridge in St. Clair County (CS 77111- JN 102174A). The work items include resolving design issues to meet field conditions, attending pre- and post-construction meetings, reviewing shop drawings, and providing assistance in monitoring field installation of Intelligent Transportation System equipment. The contract will be in effect from the date of award through April 14, 2011. The contract amount will be \$128,954.34. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The construction contract for this dynamic message sign project calls for retrofitting the concrete deck with new rebar and concrete for placement of the new sign supports. Due to the structural work required, it is essential that design assistance be provided during construction to protect the structural integrity of the Blue Water Bridge. As a result, this project cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design services during construction for the installation of supports for the dynamic message signs at the Blue Water Bridge.

Benefit: The services will protect the structural integrity of the Blue Water Bridge. The dynamic message signs will improve traffic operations and safety at the Blue Water Bridge.

Funding Source: 100% State Restricted Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, timely design assistance during construction may not be provided to resolve problems that may arise during the construction of the project. This could result in traffic congestion, user delays, and an increased risk of accidents.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

19. HIGHWAYS – IDS Engineering Services

Authorization (Z8) under Contract (2008-0257) between MDOT and URS Corporation Great Lakes will provide for the performance of control room operations for fiscal year 2009 at the West Michigan Traffic Management Center (TMC), which provides services for Kent, Muskegon, and Ottawa Counties in the Grand Region (CS 84913 – JN 100739A). The authorization will provide for the continuation of existing control room operations staffing levels and management services. MDOT maintains 17 freeway traffic cameras in this area. TMC staff use the traffic video and other data to provide the public with real-time traffic information, increasing safety and reducing congestion. The consultant also provides MDOT with ongoing traffic operations analysis. The authorization will be in effect from the date of award through June 2, 2011. The authorization amount will be \$297,938.62. The contract term is June 3, 2008, through June 2, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: Responsible operation of the West Michigan TMC is critical for the safe and efficient operation of the freeway system throughout Metropolitan Grand Rapids. Area Intelligent Transportation System (ITS) assets are operated and managed by TMC operations staff. Active traffic management and incident management are critical for roadway operations and traveler safety. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of control room operations for fiscal year 2009 at the West Michigan TMC.

Benefit: MDOT will be able to staff and operate the TMC, which will allow the continued management of the area's ITS assets and freeway system.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, MDOT will not be able to staff and operate the TMC. The management of the area's ITS assets and freeway system would be significantly compromised.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

20. *HIGHWAYS (Office of Operations Administrative Services) - Business and Technology Assessment Services

Contract (2008-0449) between MDOT and Keane, Inc. (Keane), will provide for the performance of as-needed business and technology assessment services for MDOT's Office of Operations Administrative Services (OAS). Keane will create a risk management plan, recommend business and technology needs, develop project and program management plan templates and status reports, identify solutions to assist with the inventory of MDOT's physical assets, and make recommendations for the performance reporting of the OAS business objectives. A previous contract (#071B3001411) in the amount of \$6,000,000 was in effect from August 11, 2003, through September 30, 2008. The contract was administered by the Department of Information Technology (DIT) and provided for Information Technology (IT) project management services, including assistance in the day-to-day operation of an IT Project Management Office. These services were technological in basis, and the contract provided support to MDOT in meeting its business needs. DIT determined that it was in the best interest of the agencies to contract only the programmer/developer tasks for ongoing IT development and that MDOT should contract the non IT development tasks independently. This contract will use some of these IT applications to assist MDOT in meeting its business needs. After the completion of this project, MDOT does not anticipate the need for the continuation of these services. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$985,233.60. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: OAS administers and oversees multiple and complex operations for the Bureaus of Highway Delivery and Development and other areas of MDOT. OAS recently integrated new business areas and business functions into its operations, and it is critical that this contract be approved to assist in providing office support for the OAS core competencies and tasks. This contract will also provide the Bureaus of Highway Delivery and Development the tools to make critical decisions in order to meet MDOT's strategic objectives.

Purpose/Business Case: The primary responsibilities and functions of OAS are budget preparation, personnel management, information technology management, and audit liaison for the Bureaus of Highway Delivery and Development. OAS also administers and operates all of MDOT's fleet and facilities. This contract will provide for the performance of business and technology assessment services, including support in project, program, and asset management; project tracking and coordination; quality assurance and quality control; and activity, accomplishment, and performance reporting.

* Denotes a non-standard contract/amendment

Benefit: Will provide for the implementation of performance measurements for the Bureaus of Highway Delivery and Development and OAS in order to meet MDOT's strategic objectives. These measurements will ensure savings to MDOT by providing assistance in risk management planning and identifying solutions to meeting OAS business objectives and MDOT's strategic plan.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Because OAS integrated new business areas and business functions into its operations, it now requires the development of a strategic plan that parallels MDOT's strategic plan. Failure to approve this contract could result in the inability of OAS to meet its strategic plan and ultimately MDOT's overall strategic plan.

Cost Reduction: Costs are based on fixed hourly rates plus actual expenses and will not exceed the contract maximum amount.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

21. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5361) between MDOT and the City of Lansing will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Capitol City Boulevard from Grand River Avenue (Highway I-96 business route) northerly approximately 1,300 feet.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$70,000, which is met in part by the \$8,000 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

Estimated Funds:

State Restricted TED Funds	\$280,000
City of Lansing Funds	\$ 8,000
Total Funds	<u>\$288,000</u>

EDA 33522 – 103164; Ingham County

Local Letting

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State TED Funds and City of Lansing Funds.

Commitment Level: 98% state funds up to \$280,000 and the balance by the City of Lansing; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48906.

* Denotes a non-standard contract/amendment

22. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5369) between MDOT and the Calhoun County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Construction work for a new roadway from 11 Mile Road (Highway M-311) to Michigan Avenue (Highway I-94 business loop) in the vicinity of Highway I-94.

Estimated Funds:

State Restricted TED Funds	\$339,872
Calhoun County Road Commission Funds	<u>\$260,128</u>
Total Funds	<u>\$600,000</u>

EDF 13566 - 102763

Local Letting

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State TED Funds and Calhoun County Road Commission Funds.

Commitment Level: 80% state funds up to \$339,872 and the balance by the Calhoun County Road Commission; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Construction of new roadway.

Zip Code: 49014.

23. HIGHWAYS - Participation for Local Agency Contract

Contract (2008-5374) between MDOT and the Road Commission for Macomb County will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, equipment management, and system management work.

Estimated Funds:

Federal Highway Administration Funds	\$500,000
Road Commission for Macomb County Funds	<u>\$125,000</u>
Total Funds	<u>\$625,000</u>

CM 50400 - 101468

Local Force Account

Criticality: These funds are being used in conjunction with this project to improve air quality by minimizing traffic congestion and delay. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants.

Purpose/Business Case: To provide for the operation and maintenance of a traffic system management center.

Benefit: Continued maintenance of system whose intent is to maximize efficiency of traffic operations and increase safety.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and Road Commission for Macomb County Funds.

Commitment Level: \$500,000 in federal funds not to exceed 80% and the balance by the Road Commission for Macomb County.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Continued maintenance of existing traffic management system.

Zip Code: 48043.

24. HIGHWAYS –Participation in Trunkline Construction Contract

Contract (2008-5387) between MDOT and the City of Sterling Heights will provide for funding participation in the following improvements, utilizing Transportation Economic Development (TED) Funds Category A:

Concrete pavement repairs, including milling and hot mix asphalt resurfacing, and drainage structure repairs on Highway M-53 (Van Dyke Road) from 15 Mile Road to 18 Mile Road.

Estimated Funds:

State Restricted TED Funds	\$1,431,200
State Restricted Trunkline Funds	\$ 134,100
City of Sterling Heights Funds	<u>\$ 223,700</u>
Total Funds	<u>\$1,789,000</u>

EDA 50011 – 103844; Macomb County

Letting of 8/1/2008

Criticality: Delaying this contract would prevent MDOT from collecting the City's share for the project work.

Purpose/Business Case: To provide for participation in construction activities.

Benefit: Provides for payment to MDOT for services performed which benefit the City.

Funding Source: TED Funds, State Trunkline and Bridge Construction Funds, and City of Sterling Heights Funds.

Commitment Level: 87.5% state, and 12.5% City of Sterling Heights; based on estimate.

Risk Assessment: Without this contract, MDOT would be unable to bill the city for its share of the cost.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48312.

25.-27. HIGHWAYS – Local Jobs Today Program Loans

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for LJT matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from advance construction to regular federal aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loans will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. The loan contracts will be in effect from the dates of award through either September 30, 2009, or September 30, 2010, depending on the expected date of availability of future federal aid. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2008, and are being advanced to the fiscal year that began October 1, 2007.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
25.	2008-8267	89680	Jackson CRC	Hot mix asphalt paving work along McCain Road from Arbor Hills Road to Reynolds Road	\$ 721,800
26.	2008-8321	103741	Marquette CRC	Hot mix asphalt paving work along County Road 492 from Highway US-41 northerly to County Road HD	\$ 69,600
27.	2008-8359	103616	Barry CRC	Hot mix asphalt paving work along Finkbeiner Road from Patterson Road to approximately 1,060 feet east of Cherry Valley Road	\$1,925,000

Criticality: These loans are offered under the LJT Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and are necessary for the local agencies to finance the associated construction of these transportation projects. Delaying these loans would delay the construction of the projects, thereby adversely affecting the goal of the LJT Program to stimulate the state's economy.

Purpose/Business Case: To financially assist in roadway improvements under the LJT Program.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State LJT loan funds.

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project which is not currently available.

Risk Assessment: Without these loan contracts, the projects approved for LJT matching grant funds may not be able to be built.

Cost Reduction: Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

Selection: N/A.

New Project Identification: Improvement of existing roadways.

Zip Code: 48909.

28. *HIGHWAYS – Water Resources Investigation

Contract (2009-0040) between MDOT and the U. S. Geological Survey (USGS) will provide for the monitoring and investigation of water resources in the State of Michigan for fiscal year 2009 (CS 84900 – JN 104438). The funding will be used to cover the costs of necessary field and analytical work, including the use of USGS stream gages to monitor water conditions for scour critical structures. The contract will be in effect from October 1, 2008, through September 30, 2009. The contract amount will be \$165,250. The USGS will contribute \$46,300, and MDOT will contribute \$118,950. Source of Funds: USGS Funds - \$46,300; State Restricted Trunkline Funds - \$118,950.

Criticality: MDOT uses the USGS stream gages and website to monitor water stages and discharge during high flow events statewide. The data provided is critical to the implementation of the MDOT Plan of Action for Scour Critical Structures. The statewide stream gaging system allows users to determine the need for and timing of site visits in order to ensure the safety of travelers.

Purpose/Business Case: To provide for continued participation in the cooperative stream gaging program. (MDOT has participated in the program for over 30 years.) Data is collected at USGS stream gaging stations across the state and is used to help manage the state's water resources. Among its many purposes, the hydrologic information is used by the Michigan Department of Environmental Quality to estimate design flows for MDOT's waterway structures and by MDOT to develop and implement its Plan of Action for Scour Critical Structures.

Benefit: The stream gaging program provides reliable real time data needed for the implementation of MDOT's Plan of Action for Scour Critical Structures. It allows MDOT to compile data for many sites in a safe and timely manner and to make effective decisions to preserve its assets and ensure the safety of travelers.

Funding Source: USGS Funds - \$46,300; State Restricted Trunkline Funds - \$118,950.

Commitment Level: The costs are fixed; the amount is determined by the USGS.

Risk Assessment: The risks of not performing this work are increased safety risks for travelers and the lack of asset preservation for MDOT.

Cost Reduction: The contract amount is determined by the USGS.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48909.

29.-93. HIGHWAYS (Maintenance) – Time Extensions

The following amendatory contracts between MDOT and the following agencies will extend the terms of the contracts by one year to provide sufficient time for MDOT and the County Road Association of Michigan (CRAM) to complete contract negotiations. The original contracts provide for routine trunkline maintenance to be performed along state trunklines for 65 counties in Michigan. Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. The revised contract terms will be from October 1, 2003, through September 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

	<u>Amendatory Contract</u>	<u>Agency</u>
29.	2003-0361/A1	Alcona County Road Commission
30.	2003-0362/A1	Alger County Road Commission
31.	2003-0363/A1	Alpena County Road Commission
32.	2003-0364/A1	Antrim County Road Commission
33.	2003-0365/A1	Arenac County Road Commission
34.	2003-0366/A1	Bay County Road Commission
35.	2003-0367/A1	Benzie County Road Commission
36.	2003-0568/A1	Berrien County Road Commission
37.	2003-0368/A1	Branch County Road Commission
38.	2003-0369/A1	Calhoun County Road Commission
39.	2003-0370/A1	Charlevoix County Road Commission
40.	2003-0371/A1	Cheboygan County Road Commission
41.	2003-0372/A1	Chippewa County Road Commission
42.	2003-0373/A1	Clare County Road Commission
43.	2003-0374/A1	Clinton County Road Commission
44.	2003-0375/A1	Crawford County Road Commission
45.	2003-0376/A1	Delta County Road Commission
46.	2003-0377/A1	Dickinson County Road Commission
47.	2003-0378/A1	Emmet County Road Commission
48.	2003-0379/A1	Genesee County Road Commission
49.	2003-0380/A1	Gladwin County Road Commission
50.	2003-0381/A1	Gogebic County Road Commission
51.	2003-0382/A1	Grand Traverse County Road Commission
52.	2003-0383/A1	Gratiot County Road Commission
53.	2003-0384/A1	Hillsdale County Road Commission
54.	2003-0386/A1	Huron County Road Commission
55.	2003-0387/A1	Ionia County Road Commission
56.	2003-0388/A1	Iosco County Road Commission
57.	2003-0389/A1	Iron County Road Commission
58.	2003-0390/A1	Jackson County Road Commission
59.	2003-0391/A2	Kent County Road Commission
60.	2003-0392/A1	Keweenaw County Road Commission
61.	2003-0393/A1	Lake County Road Commission
62.	2003-0394/A1	Lapeer County Road Commission
63.	2003-0395/A1	Leelanau County Road Commission
64.	2003-0396/A1	Luce County Road Commission
65.	2003-0397/A1	Mackinac County Road Commission
66.	2003-0398/A1	Macomb County Road Commission
67.	2003-0399/A1	Manistee County Road Commission
68.	2003-0400/A1	Marquette County Road Commission
69.	2003-0401/A1	Mason County Road Commission
70.	2003-0402/A1	Mecosta County Road Commission
71.	2003-0403/A1	Menominee County Road Commission
72.	2003-0404/A1	Midland County Road Commission
73.	2003-0405/A1	Missaukee County Road Commission

* Denotes a non-standard contract/amendment

74.	2003-0406/A1	Monroe County Road Commission
75.	2003-0407/A1	Montcalm County Road Commission
76.	2003-0408/A1	Muskegon County Road Commission
77.	2003-0409/A1	Newaygo County Road Commission
78.	2003-0410/A1	Oakland County Road Commission
79.	2003-0411/A1	Oceana County Road Commission
80.	2003-0412/A1	Ogemaw County Road Commission
81.	2003-0413/A1	Ontonagon County Road Commission
82.	2003-0414/A1	Otsego County Road Commission
83.	2003-0415/A1	Ottawa County Road Commission
84.	2003-0416/A1	Roscommon County Road Commission
85.	2003-0417/A1	Sanilac County Road Commission
86.	2003-0418/A1	Schoolcraft County Road Commission
87.	2003-0419/A1	Shiawassee County Road Commission
88.	2003-0420/A1	St. Clair County Road Commission
89.	2003-0421/A1	Tuscola County Road Commission
90.	2003-0422/A1	Van Buren County Road Commission
91.	2003-0423/A1	Washtenaw County Road Commission
92.	2003-0424/A1	Wayne County Department of Public Services
93.	2003-0425/A1	Wexford County Road Commission

Criticality: Approval of the time extension amendments is critical to provide sufficient time for MDOT and CRAM to complete contract negotiations and for the new county maintenance contracts to be approved and processed. The maintenance services are critical to keep the roadways safe for travelers.

Purpose/Business Case: To extend the terms of the contracts by one year to provide sufficient time for MDOT and CRAM to complete contract negotiations. The contracts provide for critical maintenance services to be performed along trunklines throughout the state.

Benefit: The additional time will ensure that critical maintenance services will continue uninterrupted.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contracts have a negotiated term of five years.

Risk Assessment: If the amendments are not approved, there could be an interruption of essential state trunkline maintenance services. The county maintenance contracts are authorized under Public Act 17 of 1925.

Cost Reduction: The contracts result in a cost savings to MDOT as they are operated on a cost reimbursement basis, subject to final audits of actual costs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

94. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z7/R2) under Master Agreement (2002-0004) between MDOT and the City of Alma will extend the authorization term by two years to provide sufficient time for the City to complete the project. The City plans to use the communication equipment funds from this authorization in a new facility; however, construction of the new facility has been delayed due to funding issues. The time extension will allow the communication equipment to be purchased during facility construction to ensure it is incorporated into the facility properly. The original authorization provides state matching funds for the City's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be November 25, 2003, through November 24, 2010. The authorization amount remains unchanged at \$71,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$57,200; FY 2004 State Restricted Comprehensive Transportation Funds - \$14,300.

Criticality: Approval of this revision at this time is critical to avoid construction delays and to ensure the proper installation of the communication equipment in the new facility.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the City to incorporate the installation of the communication equipment in a new facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$57,200; FY 2004 State Restricted Comprehensive Transportation Funds - \$14,300.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48801.

95. *PASSENGER TRANSPORTATION - Increase Services and Amount, Extend Term

Amendatory Contract (2007-0152/A3) between MDOT and VPSI, Inc. (VPSI), will increase Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement Funds by \$2,139,968, will increase the state match by \$195,000, and will extend the contract term by one year to provide for the continuation of the MichiVan program for an additional year. The original contract provides for vanpool services to be provided in all Michigan counties except Allegan, Kent, and Ottawa, as vanpool services in these counties will be provided by a public transit agency. VPSI uses an extensive fleet management system and promotional programs to work with rideshare offices, state agencies, employers, and the public to recruit people to use vanpools as an alternate transportation mode to the single occupant vehicle work commute. The revised contract term will be October 1, 2006, through September 30, 2009. The revised contract amount will be \$6,426,119. Source of Funds: FHWA Funds - \$4,087,401; Federal Transit Administration (FTA) Funds - \$1,766,664; FY 2007, FY 2008, and FY 2009 State Restricted Comprehensive Transportation Funds - \$572,054.

Criticality: Approval of this amendment is critical for the continuation of the MichiVan vanpool program for an additional year, beginning October 1, 2008, to promote the use of vanpools as an alternate transportation mode to the single occupant vehicle work commute.

Purpose/Business Case: To provide additional FHWA and state funding and to extend the contract term for one year to allow continuation of the MichiVan vanpool program.

Benefit: Increased transit options and improved air quality.

* Denotes a non-standard contract/amendment

Funding Source: FHWA Funds - \$4,087,401; FTA Funds - \$1,766,664; FY 2007, FY 2008, and FY 2009 State Restricted Comprehensive Transportation Funds - \$572,054.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the discontinuation of the program and the loss of transportation to work for hundreds of people.

Cost Reduction: Grant amount is approved by the FHWA and the FTA, and is not negotiated.

New Project Identification: This is not a new project.

Selection: N/A.

Zip Code: 48909.

96. *PASSENGER TRANSPORTATION - Section 5309 Revenue Grant

Contract (2008-0432) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$1,343,851 in FY 2006 and FY 2008 Federal Section 5309 Capital Discretionary Program funds to the state for the purchase of replacement vehicles and for transit facility construction for two eligible transit agencies participating in the program. State matching funds in the amount of \$335,963 will be provided, for a total contract amount of \$1,679,814. The contract will be in effect from the effective date of the federal grant until the last obligation between the parties has been fulfilled. The contract may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$1,343,851; FY 2008 State Restricted Comprehensive Transportation Funds - \$335,963.

Criticality: Approval of this contract is critical to allow the two eligible transit agencies to purchase vehicles that are needed to replace vehicles that have reached the ends of their useful lives and to construct a new transit facility. The replacement vehicles are needed to ensure the safety of the passengers and the new transit facility will ensure safe and effective operation of the transit system.

Purpose/Business Case: To provide federal and state funding for the purchase of replacement vehicles and for facility construction for two eligible transit agencies under the FY 2006 and FY 2008 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,343,851; FY 2008 State Restricted Comprehensive Transportation Funds - \$335,963.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

97. *PASSENGER TRANSPORTATION - Section 5317 Revenue

Contract (2008-0466) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$1,340,741 in FY 2008 Federal Section 5317 New Freedom Program funds to allow transit agencies to provide service in FY 2008 and FY 2009 designed to transport people with disabilities seeking integration into the workforce and full participation in society and to purchase capital items in support of these services. The funds will be used for vehicle and equipment purchases, marketing, mobility management, and service operations. State matching funds in the amount of \$84,500 and local matching funds in the amount of \$208,287 will be provided, for a total contract amount of \$1,633,528. Toll credits in the amount of \$342,777 will be allocated as match. The contract will be in effect from July 1, 2008, until the last obligation between the parties has been met. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$1,340,741; FY 2008 State Restricted Comprehensive Transportation Funds - \$84,500; Local Funds - \$208,287.

Criticality: The FY 2008 Section 5317 grant provides federal funds for transit agencies to operate service in FY 2008 and FY 2009 designed to transport individuals with disabilities seeking integration into the workforce and full participation in society. The New Freedom grant program seeks to reduce barriers and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

Purpose/Business Case: To provide for the FTA to grant MDOT \$1,340,741 in FY 2008 Federal Section 5317 New Freedom Program funds, to be matched with \$84,500 in state funds and \$208,287 in local funds.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$1,340,741; FY 2008 State Restricted Comprehensive Transportation Funds - \$84,500; Local Funds - \$208,287.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not approving this grant is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new program.

Zip Code: 48909.

98. *PASSENGER TRANSPORTATION - Section 117 Revenue

Contract (2008-0485) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$1,475,893 under Section 117 of the FY 2005 and FY 2006 Federal Appropriations Acts for infrastructure improvements between Ann Arbor and Detroit. The funds will be used for the construction of a new bridge over Junction Avenue so that it will accommodate double tracks, when needed, for expansion. The contract will be in effect from September 15, 2008, until the last obligation between the parties has been fulfilled. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$1,475,893.

Criticality: Approval of this contract is critical to allow the construction of a bridge for the West Detroit Connection Track, which will significantly reduce freight train conflicts and passenger train travel times.

Purpose/Business Case: To provide \$1,475,893 under Section 117 of the FY 2005 and FY 2006 Federal Appropriations Acts for infrastructure improvements between Ann Arbor and Detroit.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$1,475,893.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: If this contract is not approved, federal funds will be lost and the needed project cannot be implemented.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

99. ***TRANSPORTATION PLANNING - Revise Services, Adjust Funding**

Amendatory Contract (2002-0512/A7) between MDOT and Wilbur Smith Associates, Inc., Michigan will revise the scope of services to include the preparation of an Aesthetics Design Guide, the completion of the Final Environmental Impact Statement (FEIS), the conduct of additional public meetings, and the elimination of the remaining reserve tasks, which are no longer necessary to the project, and to transfer the remaining reserve task funding to the non-reserve tasks. The original contract provides for the conduct of an early preliminary engineering study of the Blue Water Bridge Plaza, the preparation of an Environmental Impact Statement for the Blue Water Bridge Plaza, the completion of the 30 percent engineering analysis of a preferred alternative, the preparation of an engineering report, and the securing of a Record of Decision for the recommended alternative. The contract term remains unchanged, August 22, 2002, through December 31, 2009. The contract amount remains unchanged at \$11,764,662.86. Source of Funds: Federal Highway Administration Funds - \$9,411,730.28; State Restricted Trunkline Funds - \$2,352,932.58.

Criticality: Approval of this amendment will allow local stakeholder comments to be addressed and will allow MDOT to complete the environmental clearance phase of the project and move forward to the design and right-of-way phases, for which federal funding has been earmarked. The study addresses existing and future border security, vehicle inspection, and toll collection needs for the Blue Water Bridge Plaza in Port Huron, Michigan. It is critical that this bi-national transportation connection continues to provide safe and efficient movement of people and goods.

Purpose/Business Case: To revise the scope of services to include the completion of the FEIS, including addressing local agency and public comments, and the preparation of an Aesthetics Design Guide, to eliminate the remaining reserve tasks, and to transfer the remaining reserve task funding to the non-reserve tasks.

Benefit: Will allow the FEIS to be completed, taking into account outstanding local agency and public comments, and the Aesthetics Design Guide to be developed without increasing the contract amount. Completing the environmental clearance phase of the project will allow MDOT to access federal earmarked funds for the design and right-of-way phases.

Funding Source: Federal Highway Administration Funds - \$9,411,730.28; State Restricted Trunkline Funds - \$2,352,932.58.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the scope of services will not be revised and the funding will not be adjusted to make the best use of the remaining funds to allow MDOT to complete the environmental clearance phase of the project and access federal earmarked funds for the design and right-of-way phases. The development of the Aesthetic Design Guide would have to be carried forward into the design phase of the project, which would increase the costs of the design phase.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48061.

100. TRANSPORTATION PLANNING – Scenic Byways Development

Authorization (Z17) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3) will provide for the preparation of site-specific streetscape designs and engineering services for four locations along Woodward Avenue. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$200,000. The contract term is June 22, 2005, through June 21, 2010. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

Criticality: The federal funds were awarded based on merit and a competitive application process. The funds can only be used for this project; if MDOT does not move forward with this project, the FHWA could redistribute the funds to another state, and an economic development project for Southeast Michigan could be lost.

Purpose/Business Case: To provide design and engineering services for the fabrication and installation of four Woodward Avenue (M-1) streetscape tributes.

Benefit: The goal of the Heritage Route program is to increase economic development within the designated corridor. Woodward Avenue, a designated Heritage Route, is a destination that attracts visitors worldwide. This project will provide for the installation of tributes along Woodward Avenue to attract visitors to Southeast Michigan.

Funding Source: 100% FHWA Funds (Scenic Byways Discretionary Funds).

Commitment Level: Fixed costs as estimated in federal merit-based funding award.

Risk Assessment: If this authorization is not approved, the federal funds and an economic development opportunity for Southeast Michigan could be lost.

Selection: N/A for authorization; best/sole source for indefinite delivery of services contract.

New Project Identification: This is not a new project.

Zip Code: 48073.

101. TRANSPORTATION PLANNING – Center Avenue Heritage Route

Authorization (Z1) under Contract (2007-0356) between MDOT and the City of Bay City will provide for marketing and promotional services to support the Center Avenue (M-25) Heritage Route activities. The work will include the development of a logo, directional signage, historic interpretive signage, and a comprehensive marketing plan. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$125,200. The contract term is from March 26, 2005, through June 21, 2012. Source of Funds: 80% Federal Highway Administration Funds and 20% City of Bay City Funds.

Criticality: The federal funds were awarded based on merit and a competitive application process. This is a National Byways award specific to Bay City; if this project is not undertaken, the Federal Highway Administration could redistribute the funds to another state. This economic development project has been coordinated with other MDOT road projects currently under way. If this project is delayed, the benefits of compounding will be lost.

Purpose/Business Case: This project will provide for the organization and interpretation of the intrinsic historic resources along the Center Avenue (M-25) Heritage Route in Bay City. It will provide visitors to Bay City with an opportunity to learn about the city's role in the development of Michigan, will instill a greater appreciation of the legacy of Bay City and the Center Avenue Heritage Route, and will increase economic development.

Benefit: This project will promote national prestige, public awareness, and economic development. The project is the result of a public/private partnership and is funded over and above normal state obligation levels.

Funding Source: 80% Federal Highway Administration Funds and 20% City of Bay City Funds.

Commitment Level: This project is on an actual cost basis. The work plan and budget were evaluated and awarded in the national merit-based competition.

Risk Assessment: If this authorization is not approved and the project is not completed in a timely fashion, federal funding and an economic development opportunity could be lost. Bay City might not be able to complete the project without the federal award.

Cost Reduction: This project is funded through a National Byways discretionary award.

Selection: Awarded by the Federal Highway Administration through a national merit-based competition.
New Project Identification: This is a new project.
Zip Code: 48708.

102. TRANSPORTATION PLANNING - Ozone Action Outreach Program

Authorization (Z5) under Master Agreement (2009-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the performance of activities to raise public awareness of and expand the Ozone Action Outreach Program in the urban Detroit area. SEMCOG staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$68,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as documented in 23 CFR, Part 450, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: SEMCOG staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

Benefit: Will raise public awareness of the Ozone Action Day Program in the urban Detroit area.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

STATE PROJECTS

10.00 % DBE participation required

4 Bidders

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

102747A

Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	

State Restricted Trunkline Funds	20.00 %
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74956A

Federal Highway Administration Funds	90.00 %
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State Restricted Trunkline Funds	10.00 %
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81723A

Federal Highway Administration Funds	90.00 %
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State Restricted Trunkline Funds	10.00 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs. Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49014.

104. LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
PROPOSAL 0809002	\$ 2,521,386.59	\$ 2,690,385.58
PROJECT STH 38111-79899		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - JUNE 16, 2009		
COMPLETION DATE - AUGUST 13, 2009		6.70 %

1.52 mi of widening for center left turn lane, hot mix asphalt resurfacing, and drainage improvements on US-127 from Ayers Road to Floyd Avenue, Jackson County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 2,690,385.58	Same	1 **
Aggregate Industries-Central Region	\$ 2,822,068.34	Same	2
Barrett Paving Materials, Inc.	\$ 3,014,762.26	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79899A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49201.

105.	LETTING OF SEPTEMBER 05, 2008 PROPOSAL 0809003 PROJECT ST 70014-56925, ETC LOCAL AGRMT. START DATE - MARCH 22, 2009 COMPLETION DATE - JUNE 14, 2010	ENG. EST. \$ 1,205,224.51	LOW BID \$ 1,109,729.83
			% OVER/UNDER EST. -7.92 %

2.60 mi of ITS data collection devices, dynamic message sign installation, and replacement of existing freeway lighting on US-31 northbound and southbound from south of Jackson Street northerly to north of Van Wagoner Road, from north of I-96 northerly to south of Sherman Road, and at the US-31 and M-104 interchange in the cities of Grand Haven, Ferrysburg, Norton Shores and the village of Spring Lake, Muskegon and Ottawa Counties.

BIDDER	ORIGINAL A	AS-CHECKED A	
Rauhorn Electric, Inc.	\$ 1,109,729.83	Same	1 **
J. Ranck Electric, Inc.	\$ 1,251,704.88	Same	2
Windemuller Electric, Inc.	\$ 2,107,622.45	Same	3
Strain Electric Company			
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc			
Trans Tech Electric, L.P.			
Allstate Electric, Inc.			
DVT Electric, Inc			
J R Howell Airport Lighting LLC			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
Rauhorn Electric, Inc.	\$ 1,289,729.83	Same	1 **
J. Ranck Electric, Inc.	\$ 1,351,704.88	Same	2
Windemuller Electric, Inc.	\$ 2,197,022.45	Same	3
Strain Electric Company			
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc			
Trans Tech Electric, L.P.			
Allstate Electric, Inc.			
DVT Electric, Inc			
J R Howell Airport Lighting LLC			

3 Bidders

NOTE: The ORIGINAL A+Lane Rental bid received determined the low bid.
The ORIGINAL A bid reflects the actual contract price.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: Install ITS data collection devices and advance informational signs for incident management operations for the bascule bridge in Grand Haven and replace freeway lighting at the US-31 and M-104 interchange and ramps in the cities of Grand Haven, Spring Lake and Ferrysburg, Ottawa County.

Benefit: ITS data collection devices and advance informational signs, to be placed to direct traffic for incident management operations in the event of an incident or traffic congestion at the Bascule Bridge in Grand Haven will help to improve roadway maintenance and increase information for travelers. The ability to provide the public timely traffic information allows for better decisions and therefore improved traffic flow. Replacing freeway lighting will provide improved nighttime visibility to the motoring public

Funding Source:

100377A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

56925A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the motoring public and the cities of Grand Haven, Spring Lake and Ferrysburg may be compromised. They are anticipating the completion of this project as announced. If the construction of these projects are not completed, federal funds must be returned because earlier phases of these projects utilized federal funds.

Cost Reduction: With the construction of this project, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with reduced user delay costs and related safety improvements.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49417.

106.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809004	\$ 2,609,717.66	\$ 2,549,963.45
	PROJECT ST 46081-60348		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 14, 2009		
	COMPLETION DATE - SEPTEMBER 30, 2009		-2.29 %

4.85 mi of hot mix asphalt overlay, cold milling, intersection, guardrail and, intermittent drainage improvements on M-50 (Monroe Highway) from Nortley Highway to M-52, Lenawee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 2,549,963.45	Same	1 **
Barrett Paving Materials, Inc.	\$ 2,689,627.77	Same	2
Aggregate Industries-Central Region	\$ 2,971,356.39	Same	3
Gerken Paving, Inc.	\$ 3,078,845.56	Same	4
Ajax Paving Industries, Inc.	\$ 3,266,586.82	Same	5

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60348A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49827.

107. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809005
 PROJECT NH 25042-81687
 LOCAL AGRMT.
 START DATE - APRIL 15, 2009
 COMPLETION DATE - SEPTEMBER 30, 2009

ENG. EST.
 \$ 2,479,083.88

LOW BID
 \$ 2,351,253.06

% OVER/UNDER EST.
 -5.16 %

0.5 mi of rest area and parking lot reconstruction,
 sitework, and utilities on I-69 eastbound at the Swartz
 Creek Rest Area, Genesee County.

11.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
CL Trucking & Excavating, LLC.	\$ 2,351,253.06	Same	1 **
Dan's Excavating, Inc.	\$ 2,351,504.66	Same	2
Pamar Enterprises, Inc.	\$ 2,354,995.52	Same	3
Zito Construction Co.	\$ 2,399,535.61	Same	4
Hoffman Bros., Inc.	\$ 2,403,536.37	Same	5
L.A. Construction Corporation	\$ 2,448,760.85	\$ 2,441,445.85	6
3-S Construction, Inc.	\$ 2,492,103.55	Same	7
Nashville Construction Company	\$ 2,558,711.88	Same	8
C & D Hughes, Inc.	\$ 2,558,757.31	Same	9
Tri-Valley Landscaping, Inc.	\$ 2,797,734.51	\$ 2,797,284.51	10
Warren Contractors and Development	\$ 2,957,661.74	Same	11
DeAngelis Landscape, Inc.			
Angelo Iafrate Construction Company			
DiPonio Contracting, Inc.			
ABC Paving Company			
Ajax Paving Industries, Inc.			
Pyramid Paving & Contracting Co.			
Novak Construction			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			
L.J. Construction, Inc.			
C. A. Hull Co., Inc.			
Rohde Brothers Excavating, Inc.			
Marlette Excavating Company			

11 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Benefit: Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

Funding Source:

81687A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48473.

108.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809029	\$ 7,343,657.69	\$ 7,855,803.03
	PROJECT STE 30011-79838, ETC		
	LOCAL AGRMT. 08-5251, 08-5253		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 19, 2011		6.97 %

18.99 mi of hot mix asphalt reconstruction, storm sewer installation, watermain replacement, streetscape enhancement, microsurfacing, and fiber reinforced membrane placement on M-49 from the south city limits to the north city limits of Reading, on Michigan Street from M-49 to Chestnut Street, on M-49 from Silver Street to State Street and from the Ohio state line to US-12, Hillsdale County. This project includes a 5 year materials and workmanship pavement warranty, one 3 year and two 2 year pavement performance warranties.

A 2008 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bailey Excavating, Inc.	\$ 7,855,803.03	Same	1 **
Hoffman Bros., Inc.	\$ 7,995,629.55	Same	2
C & D Hughes, Inc.	\$ 8,088,250.22	Same	3
Kamminga & Roodvoets, Inc.	\$ 8,141,123.86	Same	4
Nashville Construction Company	\$ 8,742,292.61	Same	5
Anderzack - Pitzen Construction	\$ 10,735,827.50	Same	6
DeAngelis Landscape, Inc.			
Milbocker and Sons, Inc.			
Michigan Paving & Materials Co.			
Balkema Excavating, Inc.			
Angelo Iafrate Construction Company			
Aggregate Industries-Central Region			
Peters Construction Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program, the Capital Preventive Maintenance Program and the Transportation Enhancement Program. MDOT's Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments. To allow cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

102693A		
Federal Highway Administration Funds	70.00	%
(Transportation Enhancement Funds)		
City of Reading	15.00	%
State Restricted Trunkline Funds	15.00	%
103052A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
79838A		
Federal Highway Administration Funds	81.85	%
City of Reading	2.26	%
State Restricted Trunkline Funds	15.89	%
90369A		
Federal Highway Administration Funds	62.32	%
City of Reading	19.07	%
State Restricted Trunkline Funds	18.61	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public. Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs. Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Maintenance, reconstruction, and enhancement.

Zip Code: 49274.

109. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809036
 PROJECT CM 47041-87930
 LOCAL AGRMT.
 START DATE - JUNE 13, 2009
 COMPLETION DATE - SEPTEMBER 12, 2009

ENG. EST.
 \$ 927,105.71

LOW BID
 \$ 920,359.27

% OVER/UNDER EST.
 -0.73 %

0.29 mi of hot mix asphalt roadway reconstruction, sanitary sewer relocation, and traffic signal replacement on M-36 from west of Pettys Road easterly to west of Chilson Road, Livingston County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pamar Enterprises, Inc.	\$ 920,359.27	Same	1 **
Dan's Excavating, Inc.	\$ 941,915.19	Same	2
DeAngelis Landscape, Inc.	\$ 967,790.00	Same	3
C & D Hughes, Inc.	\$ 974,411.20	Same	4
Peter A. Basile Sons, Inc.	\$ 1,055,992.16	Same	5
Fonson, Inc.	\$ 1,149,502.80	Same	6
Tri-Valley Landscaping, Inc.	\$ 1,272,118.96	Same	7
Rohde Brothers Excavating, Inc.			
Cadillac Asphalt, LLC.			
D.J. McQuestion & Sons, Inc.			
Aggregate Industries-Central Region			
Milbocker and Sons, Inc.			
L.J. Construction, Inc.			
Barrett Paving Materials, Inc.			

7 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

87930A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48169.

Zip Code: 48116.

Pin and hanger replacement, joint replacement, deck patching, substructure repairs, partial deck replacement, barrier replacement, and zone painting on US-31 northbound and southbound over the Hart/Montague Trail and under Tyler Road, Oceana County.

6 Bidders

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 49452.

Funding Source:

102889A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The surrounding communities are anticipating this carpool parking lot. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Paving the lot will greatly reduce the maintenance costs for the carpool parking lot. Our customers will benefit greatly from the reduced dust, gravel, and debris that surfaces from the current carpool parking lot.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 48393.

113.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809043	\$ 957,194.57	\$ 397,714.74
	PROJECT CM 82917-88401		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2009		-58.45 %

4.5 mi of communications upgrade on I-94 from Merriman Road to Beech Daly, on I-75 at M-59, and on I-696 at US-24, Oakland and Wayne Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Alpha Electric, Inc.	\$ 397,714.74	Same	1 **
Motor City Electric Utilities Co.	\$ 526,705.86	Same	2
Amcomm Telecommunications, Inc.	\$ 626,034.15	Same	3
Rauhorn Electric, Inc.	\$ 684,685.29	Same	4
J. Ranck Electric, Inc.	\$ 730,247.49	Same	5
Trans Tech Electric, L.P.	\$ 734,258.00	Same	6
Posen Construction, Inc.	\$ 880,045.13	Same	7
Cable Constructors, Inc.	\$ 920,585.42	Same	8
TurnKey Network Solutions, Inc.			
Metropolitan Power & Lighting, Inc.			

8 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

88401A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48101.

114. LETTING OF SEPTEMBER 05, 2008 ENG. EST. LOW BID
 PROPOSAL 0809051 \$ 2,167,944.98 \$ 2,155,652.26
 PROJECT STH 82196-84570, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2009 -0.57 %

2.15 mi of speed warning systems at three locations with ITS vehicle and road weather detectors, dynamic message signs, traffic attenuators, and guardrail upgrades on the I-75 northbound on-ramp to I-75/I-375 and on I-75 northbound and southbound at Nine Mile Road in the cities of Detroit and Hazel Park, Wayne and Oakland Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 2,155,877.26	\$ 2,155,652.26	1 **
J. Ranck Electric, Inc.	\$ 2,336,889.64	Same	2
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			
Posen Construction, Inc.			
RMD Holdings, Ltd.			
Motor City Electric Utilities Co.			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

100515A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

84570A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

84571A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction and sign upgrade.

Zip Code: 48075.

115.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809052	\$ 344,717.58	\$ 202,562.92
	PROJECT ST 82191-102563		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2010		-41.24 %

3.00 mi of landscaping on I-75 northbound and southbound from Gibraltar Road northeasterly to the Wayne County line in the city of Flat Rock, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anderson-Fischer & Associates, Inc.	\$ 202,562.92	Same	1 **
Marine City Nursery Company	\$ 266,615.35	Same	2
DeAngelis Landscape, Inc.	\$ 314,323.00	\$ 314,293.00	3
Tri-Valley Landscaping, Inc.	\$ 316,006.20	Same	4
Warren Contractors and Development	\$ 390,737.22	Same	5
Diane Dukes, Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

102563A

Federal Highway Administration Funds 81.85 % (Transportation Enhancement Funds)

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48134.

116. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809054 \$ ENG. EST. 755,581.36 \$ LOW BID 786,013.12
 PROJECT STE 71073-88870
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 06, 2009
 COMPLETION DATE - SEPTEMBER 18, 2010 4.03 %

2.24 mi of hot mix asphalt non-motorized path construction
 along US-23 from Hoeft State Park to 40 Mile Point
 Lighthouse, Presque Isle County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cordes Excavating, Inc.	\$ 786,013.12	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 821,851.11	Same	2
Rieth-Riley Construction Co., Inc.	\$ 995,664.62	Same	3
Anlaan Corporation			
M & M Excavating Co., Inc.			

3 Bidders

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

88073A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48075.

118. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809061 ENG. EST. LOW BID
 \$ 2,030,529.48 \$ 2,011,120.12
 PROJECT CM 84917-88082
 LOCAL AGRMT. 08-5358 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 07, 2009 -0.96 %

Traffic signal upgrading at 25 locations, radio interconnect, and ADA ramps on M-3 north of M-102 to I-94, on I-75 at Clark Street, and on M-85 from Schaefer Highway to Visger Street in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 2,011,120.12	Same	1 **
Posen Construction, Inc.	\$ 2,248,500.02	\$ 2,247,600.02	2
J. Ranck Electric, Inc.	\$ 2,323,636.42	Same	3
Motor City Electric Utilities Co.	\$ 2,343,313.99	Same	4
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

88082A

City of Detroit	0.28 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	19.72 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48075.

119.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809062	\$ 130,090.97	\$ 72,302.98
	PROJECT STE 13073-86894		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2011		-44.42 %

0.20 mi of native landscape restoration on I-69 northbound at the Tekonsha Rest Area, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anderson-Fischer & Associates, Inc.	\$ 72,302.98	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 110,135.70	Same	2
Diane Dukes, Inc.			
Snowden, Inc.			
Weyand Bros., Inc.			
Marine City Nursery Company			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

86894A

Federal Highway Administration Funds 80.00 % (Transportation Enhancement Funds)

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Restoration.

Zip Code: 49092.

120. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809063
 PROJECT STT 06999-103412
 LOCAL AGRMT.
 START DATE - MAY 04, 2009
 COMPLETION DATE - SEPTEMBER 19, 2010

ENG. EST.
 \$ 161,360.52

LOW BID
 \$ 160,928.85

% OVER/UNDER EST.
 -0.27 %

0.80 mi of trenching and paving hot mix asphalt shoulders,
 concrete sidewalk, pavement markings, signing, and plantings
 on Main Street from Allen Court northerly to Park Street in
 the city of Au Gres, Arenac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 160,928.85	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 181,867.34	Same	2
S.A. Torello, Inc.	\$ 185,096.00	Same	3
Geiersbach Construction, Inc.	\$ 193,857.25	Same	4
Tri-Valley Landscaping, Inc.	\$ 195,561.40	Same	5
Bilacic Trucking, Inc.	\$ 225,467.00	Same	6
3-S Construction, Inc.			
Pyramid Paving & Contracting Co.			
Rohde Brothers Excavating, Inc.			
Saginaw Asphalt Paving Company			
CRS/Shaw Contracting Co.			
John Henry Excavating, Inc.			
Cordes Excavating, Inc.			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: Roadside landscaping is done to provide slope protection, screening, noise buffering, and visual enhancement of the roadside, streetscape, interchanges, wetland mitigation, and along MDOT right-of-way. It is done to replace vegetation and dead plant material that was eliminated due to construction of new roadways. The program also mitigates the loss of wetlands or replaces vegetation that was damaged due to improvement projects. Landscaping is also performed in partnership with local units of government to enhance streetscapes and improve the quality of life.

Benefit: The benefit of this project will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

Funding Source:

103412A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

Cost Reduction: Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48703.

121.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809066	\$ 419,672.19	\$ 407,703.23
	PROJECT CM 23072-100522		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 15, 2009		
	COMPLETION DATE - AUGUST 28, 2009		-2.85 %

0.14 mi of widening for center turn lane, hot mix asphalt surfacing, sidewalk, watermain, and sewer improvements on M-100 (South Clinton Street/East Jefferson Street) from north of Edwards Street northwesterly to Franklin Street in the city of Grand Ledge, Eaton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 407,703.23	Same	1 **
Aggregate Industries-Central Region	\$ 423,433.00	Same	2
C & D Hughes, Inc.	\$ 426,592.83	Same	3
Kamminga & Roodvoets, Inc.	\$ 445,805.60	Same	4
E.T. MacKenzie Company	\$ 456,780.00	Same	5
Nashville Construction Company	\$ 468,198.53	Same	6
Eastlund Concrete Construction	\$ 492,241.94	Same	7
Fahrner Asphalt Sealers, LLC.			

7 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

100522A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48837.

122. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809067 ENG. EST. \$ 294,607.60 LOW BID \$ 263,013.80
 PROJECT STU 82291-102888
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 13, 2011 -10.72 %

0.06 mi of freeway slope repairs, concrete pavement and
 spillways, drainage structure cleaning, guardrail, earth
 excavation, embankment, ditch cleanout, and slope
 restoration at 9 locations on I-275, I-94 and M-14 in the
 city of Romulus, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-Valley Landscaping, Inc.	\$ 263,013.80	Same	1 **
Dan's Excavating, Inc.	\$ 325,083.59	Same	2
DeAngelis Landscape, Inc.	\$ 393,093.00	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

102888A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48188.

123. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809068
 PROJECT CMG 44031-100578
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 16, 2009

ENG. EST.	LOW BID
\$ 233,014.69	\$ 204,617.00
% OVER/UNDER EST.	
	-12.19 %

Traffic signal modernization at three locations on M-53
 (Cedar Street) at the I-69 eastbound off-ramp, at Newark
 Road, and at Old M-21 in Imlay City, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 204,617.00	Same	1 **
J. Ranck Electric, Inc.	\$ 210,788.42	Same	2
Rauhorn Electric, Inc.	\$ 219,678.10	Same	3
Posen Construction, Inc.	\$ 220,582.37	Same	4
J R Howell Airport Lighting LLC	\$ 221,618.02	Same	5

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

100578A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Zip Code: 48423.

Funding Source:

100042A

Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	

State Restricted Trunkline Funds	20.00 %
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101569A

Federal Highway Administration Funds	90.00 %
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State Restricted Trunkline Funds	10.00 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

Cost Reduction: Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance. Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Enhancement.

Zip Code: 48610.

125. LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
PROPOSAL 0809070	\$ 87,706.98	\$ 112,470.31
PROJECT STH 37011-103746		
LOCAL AGRMT. 08-5339		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - NOVEMBER 06, 2008		28.23 %

0.21 mi of construction of pedestrian islands in the center left turn lanes at 4 locations on US-127BR (McEwan Street) at Dwyer Street, on US-127BR (Mission Road) at Appian Way, and on M-20 (Remus Road) at Washington Street and Main Street in the cities of Clare and Mt. Pleasant, Clare and Isabella Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Crawford Contracting, Inc.	\$ 112,470.31	Same	1 **
Geiersbach Construction, Inc.	\$ 141,153.40	Same	2
Eastlund Concrete Construction	\$ 157,169.59	\$ 157,164.59	3
Miller Development, Inc.	\$ 251,888.28	Same	4
Tri-Valley Landscaping, Inc.			
Fisher Contracting Company			
Rohde Brothers Excavating, Inc.			
Milbocker and Sons, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

103746A

Federal Highway Administration Funds	90.00 %
City of Mt. Pleasant	0.74 %
State Restricted Trunkline Funds	9.26 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48858-Region Wide.

126. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809071
 PROJECT STR 50051-88254
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 21, 2009

ENG. EST.
 \$ 299,400.33

LOW BID
 \$ 358,484.79

% OVER/UNDER EST.
 19.73 %

0.06 mi of railroad crossing approach reconstruction,
 sidewalk construction, and pavement markings on M-3
 northbound and southbound at the Michigan Transit Museum
 Railroad Crossing in the city of Mount Clemens, Macomb
 County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
John Carlo, Inc.	\$ 358,484.79	Same	1 **
Dan's Excavating, Inc.	\$ 365,167.03	Same	2
Cadillac Asphalt, LLC.	\$ 513,415.32	Same	3
Fahrner Asphalt Sealers, LLC.			
Barrett Paving Materials, Inc.			
Ajax Paving Industries, Inc.			
ABC Paving Company			
DiPonio Contracting, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

88254A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

New Project Identification: Reconstruction of existing railroad crossing.
Zip Code: 48043.

4.53 mi of cold milling, hot mix asphalt resurfacing, concrete pavement restoration, sidewalk ramp upgrades, and traffic signal modifications on M-43 from west of Rosemary Street easterly to Coolidge Road in the cities of Lansing and East Lansing, Ingham County. This project includes a 3 year pavement performance warranty.

5.00 % DBE participation required

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100215A

City of East Lansing	0.01 %
Federal Highway Administration Funds	81.85 %
City of Lansing	0.24 %
State Restricted Trunkline Funds	17.90 %

Funding Source: This project is funded with FEMA Hazard Mitigation Grant Agreement (# A1346.50), through the Michigan State Police and State funds. The State Police have already received the federal funds for this project. The job is programmed as M funds and then an invoice is submitted to Michigan State Police for reimbursement of the expended costs.

77191A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the communities and businesses in the Mackinac County area may be compromised. The continued beach erosion would result in poor visibility, unsafe driving conditions for the motoring public and possible failure of the roadway foundation. Delay would result in not being able to undertake planting at the appropriate time.

Cost Reduction: With the restoration of this infrastructure, user delay costs will be greatly reduced within the project limits. Our customers will benefit with safer driving conditions.

Selection: Low bid.

New Project Identification: Roadside improvement.

Zip Code: 49781-0364.

129. LETTING OF SEPTEMBER 05, 2008 ENG. EST. LOW BID
 PROPOSAL 0809077 \$ 354,295.84 \$ 358,685.97
 PROJECT NH 02011-103857
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 26, 2009 1.24 %

1.40 mi of hot mix asphalt resurfacing, aggregate shoulders, guardrail adjustment, and guardrail endings on US-41 from the Marquette County line southerly, Alger County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 358,685.97	Same	1 **
Payne & Dolan, Inc.	\$ 402,559.00	Same	2
Smith Paving, Inc.			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103857A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49891.

130. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809080 ENG. EST. LOW BID
 \$ 431,675.36 \$ 436,730.18
 PROJECT IMG 84914-86791
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 06, 2009
 COMPLETION DATE - JUNE 20, 2009 1.17 %

Upgrade of 6 cantilever sign structures on Holly Road and Miller Road at I-75 and on I-69 eastbound in the city of Flint, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 436,730.18	Same	1 **
J. Ranck Electric, Inc.	\$ 467,154.47	Same	2
Action Traffic Maintenance, Inc.	\$ 503,584.51	Same	3
Highway Service Company, Inc.	\$ 516,348.46	Same	4
RMD Holdings, Ltd.	\$ 528,858.49	Same	5
Trans Tech Electric, L.P.	\$ 606,160.00	Same	6
J & J Contracting, Inc.			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

86791A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48423.

LOCAL PROJECTS

131. LETTING OF SEPTEMBER 05, 2008 ENG. EST. LOW BID
 PROPOSAL 0809006 \$ 2,462,146.84 \$ 2,609,351.79
 PROJECT EDCF 50544-75483
 LOCAL AGRMT. 08-5336 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2009 5.98 %

0.62 mi of pavement reconstruction from 2 lanes to 5 lanes including pavement removal, hot mix asphalt cold milling and resurfacing, concrete pavement, curb and gutter, drainage structure work, and signal upgrades on Cass Avenue from the north branch of the Clinton River easterly to M-97 (Groesbeck Highway), Macomb County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pamar Enterprises, Inc.	\$ 2,609,351.79	Same	1 **
Six-S, Inc.	\$ 2,618,012.02	Same	2
Dan's Excavating, Inc.	\$ 2,633,344.48	Same	3
John Carlo, Inc.	\$ 2,655,099.69	Same	4
Florence Cement Company	\$ 2,691,784.33	Same	5
Angelo Iafrate Construction Company	\$ 2,892,780.89	Same	6
B&V Construction, Inc.			
Ajax Paving Industries, Inc.			
DiPonio Contracting, Inc.			
Major Cement Company			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project includes a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and the reconstruction of a portion of highway under local jurisdiction and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, the transportation system is further developed and preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

75483A

Macomb County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48038.

Funding Source:

102453A

Federal Highway Administration Funds 40.35 %

City of Grand Rapids 59.65 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49503.

133.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809009	\$ 1,367,900.50	\$ 1,364,760.60
	PROJECT STL 11075-76476		
	LOCAL AGRMT. 08-5315		% OVER/UNDER EST.
	START DATE - APRIL 01, 2009		
	COMPLETION DATE - AUGUST 01, 2009		-0.23 %

2.36 mi of crushing and shaping, aggregate base, hot mix asphalt surfacing, and drainage improvements on Friday Road from North Branch Road northerly to Mountain Road, Berrien County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Triangle Excavators, Inc.	\$ 1,364,760.60	Same	1 **
Kalin Construction Co., Inc.	\$ 1,373,522.16	Same	2
Northern Construction Services, Co.	\$ 1,378,717.61	Same	3
Peters Construction Co.	\$ 1,430,505.15	Same	4
Nashville Construction Company	\$ 1,483,690.11	Same	5
Kamminga & Roodvoets, Inc.	\$ 1,492,000.90	Same	6
Milbocker and Sons, Inc.	\$ 1,513,003.10	Same	7
Balkema Excavating, Inc.	\$ 1,524,844.40	Same	8
Hoffman Bros., Inc.			
Michigan Paving & Materials Co.			
Robert Bailey Contractors, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76476A

Berrien County	30.00 %
Federal Highway Administration Funds	70.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49038.

135. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809011
 PROJECT CM 82122-101448, ETC
 LOCAL AGRMT. 08-5328
 START DATE - APRIL 15, 2009
 COMPLETION DATE - JULY 31, 2009

ENG. EST.
 \$ 1,028,297.95

LOW BID
 \$ 949,052.81

% OVER/UNDER EST.
 -7.71 %

1.09 mi of road reconstruction with dedicated right turn lane, excavation, storm sewer and drainage improvements, concrete pavement with integral curb, concrete joint repairs, slab replacement, curb and gutter, sidewalk and ramps, signs, hot mix asphalt road resurfacing and paving, cold milling, traffic signal improvements, and pavement markings on Five Mile Road from Newburgh Road easterly and on Newburgh Road from Schoolcraft Road to Five Mile Road in the city of Livonia, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 949,052.81	Same	1 **
Barrett Paving Materials, Inc.	\$ 1,004,803.27	Same	2
Florence Cement Company	\$ 1,050,947.53	Same	3
Ajax Paving Industries, Inc.	\$ 1,063,883.57	Same	4
Peter A. Basile Sons, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

101448A		
Federal Highway Administration Funds	80.00 %	
City of Livonia	20.00 %	
103646A		
Federal Highway Administration Funds	81.85 %	
City of Livonia	18.15 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48154.

136. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809012
 PROJECT EDDF 77555-103094
 LOCAL AGRMT. 08-5316
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 07, 2008

ENG. EST.	LOW BID
\$ 992,770.00	\$ 774,672.92
	% OVER/UNDER EST.
	-21.97 %

3.45 mi of hot mix asphalt resurfacing, cold milling, aggregate shoulders, and pavement marking on Division Road from east of Gratiot Road easterly to Hessen Road, St. Clair County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 774,672.92	Same	1 **
Ajax Paving Industries, Inc.	\$ 877,982.05	Same	2
John Carlo, Inc.	\$ 942,327.98	Same	3
Barrett Paving Materials, Inc.	\$ 951,492.48	Same	4
Pamar Enterprises, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103094A

St Clair County 20.00 %

Federal Highway Administration Funds 80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48063.

137.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809013	\$ 993,689.75	\$ 942,750.35
	PROJECT STUL 38409-89680		
	LOCAL AGRMT. 08-5267		% OVER/UNDER EST.
	START DATE - JUNE 15, 2009		
	COMPLETION DATE - 75 calendar days		-5.13 %

1.00 mi of hot mix asphalt pavement removal, precast box culvert installation, earthwork, drainage improvements, guardrail, hot mix asphalt, and permanent pavement markings on McCain Road from Arbor Hills Road to Reynolds Road, Jackson County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 942,750.35	Same	1 **
Bailey Excavating, Inc.	\$ 978,371.99	Same	2
Concord Excavating & Grading, Inc.	\$ 1,078,662.40	Same	3
Nashville Construction Company	\$ 1,141,840.07	Same	4
Michigan Paving & Materials Co.	\$ 1,160,556.47	Same	5
Mead Bros. Excavating, Inc.	\$ 1,163,187.58	Same	6
C & D Hughes, Inc.	\$ 1,199,409.10	Same	7
Dunigan Brothers, Inc.	\$ 1,252,303.60	Same	8
Cadwell Brothers Construction	\$ 1,437,831.02	Same	9
DeAngelis Landscape, Inc.			
Milbocker and Sons, Inc.			
Robert Bailey Contractors, Inc.			
Anlaan Corporation			
B&V Construction, Inc.			
Barrett Paving Materials, Inc.			
Aggregate Industries-Central Region			
Rieth-Riley Construction Co., Inc.			
L.J. Construction, Inc.			
Hoffman Bros., Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89680A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49201.

138. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809014
 PROJECT STUL 52418-88373, ETC
 LOCAL AGRMT. 08-5323
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2009

ENG. EST. \$ 768,793.15
 LOW BID \$ 790,665.46
 % OVER/UNDER EST. 2.85 %

1.00 mi of embankment, earth and peat excavation, aggregate base, culverts, drainage structures, and hot mix asphalt paving on Werner Street from Commerce Drive to Ontario Avenue and from Commerce Drive to Cox Avenue, Marquette County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Oberstar, Inc.	\$ 790,665.46	Same	1 **
Associated Constructors, LLC	\$ 822,462.58	Same	2
Smith Paving, Inc.	\$ 870,336.11	Same	3
A. Lindberg & Sons, Inc.	\$ 990,510.55	Same	4
Bacco Construction Company	\$ 1,039,453.21	Same	5

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

88373A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
89601A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Zip Code: 49855.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

74603A

Berrien County	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49107.

140.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809017	\$ 679,648.60	\$ 586,533.78
	PROJECT HPSL 52103-103741		
	LOCAL AGRMT. 08-5321		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2009		-13.70 %

0.61 mi of earthwork, culverts, hot mix asphalt paving, and aggregate shoulders on County Road 492 from US-41 northerly to County Road HD, Marquette County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Associated Constructors, LLC	\$ 586,533.78	Same	1 **
Smith Paving, Inc.	\$ 632,278.25	Same	2
Oberstar, Inc.	\$ 677,007.15	Same	3
A. Lindberg & Sons, Inc.	\$ 712,691.20	Same	4
Bacco Construction Company	\$ 909,613.86	Same	5

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103741A

Marquette County	9.00 %
Federal Highway Administration Funds	66.00 %
State Restricted Trunkline Funds	25.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48955.

141. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809018
 PROJECT STU 82457-103466
 LOCAL AGRMT. 08-5327
 START DATE - 10 days after award
 COMPLETION DATE - 40 working days

ENG. EST.
 \$ 632,819.50

LOW BID
 \$ 689,000.00

% OVER/UNDER EST.
 8.88 %

0.59 mi of road reconstruction and resurfacing including concrete pavement reconstruction, concrete sidewalk ramps, hot mix asphalt paving, storm sewer, drainage structures, guardrail improvements, and pavement markings on Arsenal Road from the Flat Rock city limits to Van Horn Road, Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
DeAngelis Landscape, Inc.	\$ 689,000.00	Same	1 **
DiPonio Contracting, Inc.	\$ 693,469.53	Same	2
Dan's Excavating, Inc.	\$ 707,962.23	Same	3
Pamar Enterprises, Inc.	\$ 720,755.24	Same	4
Florence Cement Company	\$ 735,388.29	Same	5
Cadillac Asphalt, LLC.	\$ 745,060.78	Same	6
Peter A. Basile Sons, Inc.	\$ 763,267.92	Same	7
ABC Paving Company	\$ 887,139.24	Same	8
V.I.L. Construction, Inc.			
Angelo Iafrate Construction Company			
Ajax Paving Industries, Inc.			
Barrett Paving Materials, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103466A

Wayne County

18.41 %

Federal Highway Administration Funds

81.59 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48134.

142.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809019	\$ 610,000.00	\$ 479,230.46
	PROJECT CMG 63451-101457		
	LOCAL AGRMT. 08-5349		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 20, 2009		-21.44 %

4.20 mi of Sydney Coordinated Adaptive Traffic System (SCATS) updating at 8 intersections on Lahser Road from 13 Mile Road northerly to Long Lake Road in the cities of Southfield and Bloomfield Hills and the village of Beverly Hills, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Alpha Electric, Inc.	\$ 479,230.46	Same	1 **
Rauhorn Electric, Inc.	\$ 494,243.91	Same	2
Metropolitan Power & Lighting, Inc.	\$ 519,428.00	Same	3
Posen Construction, Inc.	\$ 531,392.85	Same	4
J. Ranck Electric, Inc.	\$ 552,695.20	Same	5
Motor City Electric Utilities Co.	\$ 584,088.55	Same	6
Severance Electric Co., Inc.			
Trans Tech Electric, L.P.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

101457A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48303.

143.	LETTING OF SEPTEMBER 05, 2008 PROPOSAL 0809020 PROJECT STL 13555-89449 LOCAL AGRMT. 08-5317 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 01, 2008	ENG. EST. \$ 247,329.42	LOW BID \$ 245,922.55	% OVER/UNDER EST. -0.57 %
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0.73 mi of cold milling and hot mix asphalt resurfacing, concrete sidewalk and ramps, pavement markings, and traffic signal on Main Street from Leigh Street easterly to Webster Street, on Sophia Street from Adams Street northerly to Leigh Street, and on Webster Street from Adams Street northerly to Leigh Street in the village of Homer, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 245,922.55	Same	1 **
Aggregate Industries-Central Region	\$ 253,486.42	Same	2
American Asphalt, Inc.	\$ 296,482.75	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89449A

Federal Highway Administration Funds	63.29 %
Village of Homer	36.71 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49425.

144.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809021	\$ 190,962.40	\$ 191,016.17
	PROJECT CMG 11400-102415		
	LOCAL AGRMT. 08-5340		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 20 working days		0.03 %

0.10 mi of traffic signal upgrading with vehicle detection cameras on Hilltop Road at Washington Avenue, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 191,016.17	Same	1 **
Windemuller Electric, Inc.	\$ 193,196.00	Same	2
Severance Electric Co., Inc.	\$ 202,281.70	Same	3
J R Howell Airport Lighting LLC	\$ 206,445.00	Same	4
J. Ranck Electric, Inc.	\$ 209,330.13	Same	5
Wolverine Electrical Contracting,	\$ 237,196.50	Same	6
Metropolitan Power & Lighting, Inc.	\$ 348,420.00	Same	7
DVT Electric, Inc			
Trans Tech Electric, L.P.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102415A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49085.

145. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809022 ENG. EST. LOW BID
 \$ 160,087.54 \$ 187,150.05
 PROJECT STH 41609-87702
 LOCAL AGRMT. 08-5330 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 196 calendar days 16.90 %

0.25 mi of traffic signal modernization, sidewalk and thermoplastic pavement markings on Fulton Street at College Avenue and on Ann Street at Alpine Avenue in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 187,150.05	Same	1 **
Windemuller Electric, Inc.	\$ 197,188.66	Same	2
J R Howell Airport Lighting LLC	\$ 201,439.13	Same	3
J. Ranck Electric, Inc.	\$ 202,971.29	Same	4
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			
Allstate Electric, Inc.			
Trans Tech Electric, L.P.			
DVT Electric, Inc			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

87702A	
Federal Highway Administration Funds	80.00 %
City of Grand Rapids	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49503.

146. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809026
 PROJECT BRO 25010-86238
 LOCAL AGRMT. 08-5334
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2009

ENG. EST.	LOW BID
\$ 572,925.30	\$ 503,687.70
% OVER/UNDER EST.	
	-12.08 %

Bridge removal and replacement along with related approach work including hot mix asphalt and guardrail placement on Raubinger Road at the west branch Swartz Creek, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Heystek Contracting Inc.	\$ 503,687.70	Same	1 **
Anlaan Corporation	\$ 555,892.85	Same	2
McDowell Construction , L.L.C.	\$ 568,099.55	Same	3
Milbocker and Sons, Inc.	\$ 579,176.73	Same	4
J.E. Kloote Contracting, Inc.	\$ 584,701.88	Same	5
3-S Construction, Inc.	\$ 594,897.35	Same	6
Dan's Excavating, Inc.	\$ 598,750.10	Same	7
Walter Toebe Construction Co.	\$ 609,337.70	Same	8
Novak Construction	\$ 610,352.93	Same	9
Posen Construction, Inc.	\$ 617,982.90	Same	10
S.L. & H. Contractors, Inc.	\$ 634,529.99	Same	11
RMD Holdings, Ltd.			
Nashville Construction Company			
J. Slagter & Son Construction Co.			
E.T. MacKenzie Company			
Davis Construction, Inc.			
C. A. Hull Co., Inc.			

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86238A

Genesee County	5.13 %
Federal Highway Administration Funds	79.89 %
State Restricted Trunkline Funds	14.98 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48473.

147.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809027	\$ 365,618.57	\$ 420,213.09
	PROJECT STUL 39405-103219		
	LOCAL AGRMT. 08-5341		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 04, 2008		14.93 %

0.99 mi of cold milling hot mix asphalt pavement, concrete curb, gutter, ADA ramps and sidewalk, and hot mix asphalt resurfacing on Sprinkle Road from Kilgore Road northerly to I-94, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 420,213.09	Same	1 **
Michigan Paving & Materials Co.	\$ 440,698.78	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103219A

Kalamazoo County	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49001.

148. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809030
 PROJECT BRO 37014-86273
 LOCAL AGRMT. 08-5326
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 19, 2009

ENG. EST.
 \$ 585,340.10

LOW BID
 \$ 471,841.80

% OVER/UNDER EST.
 -19.39 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Chippewa Road at Little Salt River, Isabella County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Miller Development, Inc.	\$ 471,841.80	Same	1 **
J.E. Kloote Contracting, Inc.	\$ 496,213.24	Same	2
Heystek Contracting Inc.	\$ 515,406.60	Same	3
S.L. & H. Contractors, Inc.	\$ 527,110.26	Same	4
Davis Construction, Inc.	\$ 543,968.08	Same	5
Anlaan Corporation	\$ 552,378.80	Same	6
Milbocker and Sons, Inc.	\$ 568,737.53	Same	7
E.T. MacKenzie Company	\$ 572,490.69	Same	8
3-S Construction, Inc.	\$ 574,443.85	Same	9
McDowell Construction , L.L.C.			
C. A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Nashville Construction Company			
Walter Toebe Construction Co.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86273A

Isabella County	5.26 %
Federal Highway Administration Funds	79.78 %
State Restricted Trunkline Funds	14.96 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48883.

149.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809034	\$ 674,332.34	\$ 610,657.11
	PROJECT BRO 03013-86372		
	LOCAL AGRMT. 08-5322		% OVER/UNDER EST.
	START DATE - APRIL 20, 2009		
	COMPLETION DATE - AUGUST 14, 2009		-9.44 %

Removal of existing structure, construction of a prestressed spread concrete box beam bridge, and related approach work on 10th Street over Rapid River Drain, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 610,657.11	Same	1 **
Anlaan Corporation	\$ 633,770.64	Same	2
J.E. Kloote Contracting, Inc.	\$ 635,851.46	Same	3
L.W. Lamb, Inc.	\$ 694,296.50	Same	4
Nashville Construction Company	\$ 739,507.44	Same	5
S.L. & H. Contractors, Inc.	\$ 740,825.45	Same	6
E.T. MacKenzie Company	\$ 778,720.14	Same	7
Walter Toebe Construction Co.			
D.J. McQuestion & Sons, Inc.			
Davis Construction, Inc.			
J. Slagter & Son Construction Co.			
C. A. Hull Co., Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86372A

Allegan County	5.89 %
Federal Highway Administration Funds	79.25 %
State Restricted Trunkline Funds	14.86 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49348.

150.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809042	\$ 393,334.70	\$ 336,543.32
	PROJECT STE 41008-50967		
	LOCAL AGRMT. 08-5362		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 22, 2009		-14.44 %

3.90 mi of hot mix asphalt non-motorized trail, grading, and aggregate base on Paul Henry Thornapple Trail along the abandoned railroad from 76th Street to Main Street in the village of Caledonia, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 336,543.32	Same	1 **
Aggregate Industries-Central Region	\$ 372,131.07	Same	2
Rieth-Riley Construction Co., Inc.	\$ 472,755.69	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

50967A

Kent County	30.00 %
Federal Highway Administration Funds	70.00 %
(Transportation Enhancement Funds)	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49316.

151.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809045	\$ 749,361.50	\$ 758,692.36
	PROJECT EDA 82522-103445		
	LOCAL AGRMT. 08-5360		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 50 working days		1.25 %

0.10 mi of concrete road reconstruction, storm sewer, hydrant relocation, concrete sidewalk and road construction, traffic signal installation, and pavement markings on Dix Avenue at Schaefer Highway, on Schaefer Highway at Oakwood Boulevard and on Oakwood Boulevard at Pleasant Avenue in the cities of Detroit and Melvindale, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 758,692.36	Same	1 **
Angelo Iafrate Construction Company	\$ 785,971.70	Same	2
Dan's Excavating, Inc.	\$ 819,017.70	Same	3
Florence Cement Company	\$ 830,038.50	Same	4
Posen Construction, Inc.	\$ 910,821.25	Same	5
Six-S, Inc.	\$ 955,270.87	Same	6
Major Cement Company			
J. Ranck Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
Motor City Electric Utilities Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. **Purpose/Business Case:** This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103445A

State Restricted Trunkline Funds

100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48217.

152. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809046
 PROJECT CM 23400-102205
 LOCAL AGRMT. 08-5297
 START DATE - APRIL 15, 2009
 COMPLETION DATE - JULY 31, 2009

ENG. EST.
 \$ 550,138.55

LOW BID
 \$ 544,336.23

% OVER/UNDER EST.
 -1.05 %

0.24 mi of intersection reconstruction including hot mix asphalt, concrete curb and gutter, and signal installation on St. Joe Highway at Marketplace Boulevard, Eaton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
CL Trucking & Excavating, LLC.	\$ 544,336.23	Same	1 **
E.T. MacKenzie Company	\$ 562,926.72	Same	2
Milbocker and Sons, Inc.	\$ 575,395.39	Same	3
Aggregate Industries-Central Region	\$ 581,731.15	Same	4
Kamminga & Roodvoets, Inc.	\$ 583,018.04	Same	5
Hoffman Bros., Inc.	\$ 593,240.60	Same	6
Burkett Excavating	\$ 599,844.80	Same	7
C & D Hughes, Inc.	\$ 608,115.19	Same	8
Nashville Construction Company	\$ 613,686.37	Same	9
Cadwell Brothers Construction	\$ 616,249.77	Same	10
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102205A	
Eaton County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48917.

153. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809047 ENG. EST. LOW BID
 \$ 494,294.50 \$ 374,825.37
 PROJECT STE 39042-83582
 LOCAL AGRMT. 08-5356 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 60 working days -24.17 %

0.10 mi of pre-fabricated pedestrian bridge, concrete sidewalk, grading, and hot mix asphalt pathway on Harrison Street at Michigan Avenue across Portage Creek to the Kalamazoo River Valley Trailway in the city of Kalamazoo, Kalamazoo County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 374,825.37	Same	1 **
Davis Construction, Inc.	\$ 406,279.54	Same	2
Anlaan Corporation	\$ 458,215.07	Same	3
Milbocker and Sons, Inc.	\$ 459,468.74	\$ 459,458.24	4
L.W. Lamb, Inc.			
C. A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Nashville Construction Company			
Kamminga & Roodvoets, Inc.			
J.E. Kloote Contracting, Inc.			
S.L. & H. Contractors, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

83582A

Federal Highway Administration Funds 49.55 %

(Transportation Enhancement Funds)

City of Kalamazoo 50.45 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49001.

154.	LETTING OF SEPTEMBER 05, 2008 PROPOSAL 0809048 PROJECT CM 41401-102398 LOCAL AGRMT. 08-5364 START DATE - 10 days after award COMPLETION DATE - MAY 01, 2009	ENG. EST. \$ 292,540.46	LOW BID \$ 255,359.42
			% OVER/UNDER EST. -12.71 %

Installation of traffic detection equipment for traffic signals at 36 locations in the city of Grand Rapids, Kent and Ottawa Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 255,359.42	Same	1 **
J. Ranck Electric, Inc.	\$ 284,604.47	Same	2
Windemuller Electric, Inc.	\$ 299,020.00	Same	3
Severance Electric Co., Inc.	\$ 311,832.00	Same	4
J R Howell Airport Lighting LLC	\$ 312,952.46	Same	5
Rauhorn Electric, Inc.	\$ 316,738.00	Same	6
Metropolitan Power & Lighting, Inc.	\$ 322,222.00	Same	7
Allstate Electric, Inc.			
Trans Tech Electric, L.P.			
DVT Electric, Inc			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102398A

Federal Highway Administration Funds	80.00 %
City of Grand Rapids	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49503.

155.	LETTING OF SEPTEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0809049	\$ 256,575.75	\$ 228,767.32
	PROJECT STH 40609-84968		
	LOCAL AGRMT. 08-5350		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 29, 2009		-10.84 %

0.36 mi of road reconstruction including earthwork, aggregate base, hot mix asphalt paving, and slope restoration on Lake Valley Road from north of M-72 northerly, Kalkaska County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 228,767.32	Same	1 **
M & M Excavating Co., Inc.	\$ 254,266.00	Same	2
CJ's Excavating Septic Service	\$ 255,356.80	Same	3
Elmer's Crane & Dozer, Inc.	\$ 299,257.25	Same	4
Central Michigan Contracting, Inc.	\$ 307,062.00	Same	5
Rieth-Riley Construction Co., Inc.	\$ 310,172.55	Same	6
Pyramid Paving & Contracting Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

84968A

Kalkaska County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49614.

156. LETTING OF SEPTEMBER 05, 2008
 PROPOSAL 0809056
 PROJECT EDDF 08555-103616
 LOCAL AGRMT. 08-5359
 START DATE - APRIL 01, 2009
 COMPLETION DATE - AUGUST 14, 2009

ENG. EST. \$ 2,429,297.00
 LOW BID \$ 2,229,734.40
 % OVER/UNDER EST. -8.21 %

2.19 mi of clearing, peat excavation, earthwork, subbase, aggregate base, hot mix asphalt paving, pavement markings, drainage, and guardrail on Finkbeiner Road from Patterson Road to east of Cherry Valley Road, Barry County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Schippers Excavating, Inc.	\$ 2,229,734.40	Same	1 **
Brenner Excavating, Inc.	\$ 2,265,793.39	Same	2
Kamminga & Roodvoets, Inc.	\$ 2,269,322.72	Same	3
CL Trucking & Excavating, LLC.	\$ 2,305,163.87	Same	4
Robert Bailey Contractors, Inc.	\$ 2,333,013.00	Same	5
D.J. McQuestion & Sons, Inc.	\$ 2,365,689.42	Same	6
Kentwood Excavating, Inc.	\$ 2,402,492.50	Same	7
Peters Construction Co.	\$ 2,446,285.65	Same	8
Nashville Construction Company	\$ 2,460,810.25	Same	9
Milbocker and Sons, Inc.	\$ 2,479,925.58	Same	10
Diversco Construction Company Inc.	\$ 2,587,376.82	Same	11
Bultema Brothers Road Contractors	\$ 2,587,707.55	Same	12
Hoffman Bros., Inc.	\$ 2,690,470.91	Same	13
Mead Bros. Excavating, Inc.			
Balkema Excavating, Inc.			
M & M Excavating Co., Inc.			
Langlois & Sons Excavating, Inc.			
C & D Hughes, Inc.			
Kalin Construction Co., Inc.			

13 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103616A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49333.

EXTRAS

157. **Extra 2008 - 139**

Control Section/Job Number: 77020-83928 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$9,898,162.55

Description of Project:

Bridge rehabilitation work including structural, geotechnical, electrical, mechanical, and minor approach work on 7th Street at Black River Creek in the city of Port Huron, St. Clair County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 4, 2007	
Original Contract Amount:	\$10,186,672.50	
Total of Overruns/Changes (Approved to Date):	12,344.95	+ 0.12%
Total of Extras/Adjustments (Approved to Date):	26,671.42	+ 0.26%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>220,127.15</u>	<u>+ 2.16%</u>
Revised Total	<u>\$10,445,816.02</u>	+ 2.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.38% over the original budget for an **Authorized to Date Amount** of \$10,225,688.87.

Approval of this extra will place the authorized status of the contract 2.54% or \$259,143.52 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Force Acct 2 Excavation

\$220,127.15

Total

\$220,127.15

Reason(s) for Extra(s)/Adjustment(s):

CM 3

The old plans for the bridge did not include enough information about how the center pier was removed or what debris might be found while trying to install the cofferdams. The designer included a special provision in the contract that required the contractor to probe the river to see if the debris would prevent the construction of the cofferdams. This probing did find concrete debris in several areas that would interfere with the cofferdam, permanent struts, and the control house foundation. The engineer directed the contractor to remove the debris that interfered with the construction. The extra cost for Force Account 2 Excavation is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on September 23, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48060.

158. **Extra 2008 - 140**

Control Section/Job Number: 77475-88388 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Pamar Enterprises, Inc.
58021 Gratiot
New Haven, MI 48048

Designed By: Tetra Tech
Engineer's Estimate: \$876,701.95

Description of Project:

0.37 miles of road reconstruction, concrete overlay, hot mix asphalt paving, concrete curb and gutter, concrete sidewalks, traffic signal, and streetscape improvements on Main Street from Meier Street to Aldrich Street, in the village of Capac, St. Clair County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 30, 2006	
Original Contract Amount:	\$986,812.14	
Total of Overruns/Changes (Approved to Date):	(141,364.49)	- 14.33%
Total of Extras/Adjustments (Approved to Date):	96,425.56	+ 9.77%
Total of Negative Adjustments (Approved to Date):	(31,825.57)	- 3.23%
THIS REQUEST	<u>4,237.00</u>	+ 0.43%
Revised Total	<u>914,284.64</u>	- 7.36%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.79% under the original budget for an **Authorized to Date Amount** of \$910,047.64.

Approval of this extra will place the authorized status of the contract 7.36% or \$72,527.50 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-031	2	\$66,634.44	03/04/08

Contract Modification Number(s): 6 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Concrete Pavement Repair

1.000 LS @ \$4,237.00/LS

\$4,237.00**Total****\$4,237.00****Reason(s) for Extra(s)/Adjustment(s):****CM 6**

The paving on the project was completed and an area approximately 500 feet long cracked and spalled. The engineer directed the contractor to remove the concrete in this area to repair the pavement. The work included removing the pavement and aggregate base material then adding a geotextile, new aggregate base, and concrete pavement. The extra cost for Concrete Pavement Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on September 23, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 51.35%; Village of Capac, 48.65%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48014.

159. **Extra 2008 - 141**

Control Section/Job Number: 82022-87293 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Road
Waterford, MI 48328

Designed By: Local Agency
Engineer's Estimate: \$5,327,632.50

Description of Project:

1.10 miles of streetscape improvements including street lighting, decorative trash receptacles and benches, colored stamped concrete sidewalk, trees, tree grates and planting areas, and road rehabilitation including cold milling, hot mixed asphalt paving, concrete curb and gutter, concrete sidewalk ramps, concrete pavement repair, adjusting drainage structures, and pavement markings on Warren Road from Schaefer Road to Lonyo Road in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	May 22, 2007	
Original Contract Amount:	\$5,215,012.39	
Total of Overruns/Changes (Approved to Date):	(22,022.34)	- 0.42%
Total of Extras/Adjustments (Approved to Date):	419,806.81	+ 8.05%
Total of Negative Adjustments (Approved to Date):	(10,561.63)	- 0.20%
THIS REQUEST	<u>13,050.55</u>	<u>+ 0.25%</u>
Revised Total	<u>\$5,615,285.78</u>	+ 7.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.43% over the original budget for an **Authorized to Date Amount** of \$5,602,235.23.

Approval of this extra will place the authorized status of the contract 7.68% or \$400,273.39 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-132	37, 38, 39, 41, 42, 43, 44, 45	\$130,517.70	09/02/08

Contract Modification Number(s): 63 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 63 (89213A)

Misc. Milling Concrete Surfaces

2,269.660 Syd @ \$5.75/Syd

\$13,050.55

Total

\$13,050.55

CM 63

The contract was awarded later than anticipated and the contractor was granted an extension of time due to the late award. This pushed the completion date to the spring of 2008. During the fall of 2007 the engineer determined that the water main patches needed to be repaired with concrete so that the project could be opened for the winter. In the spring, the patches needed to be milled down and paved over. The engineer directed the contractor to mill the concrete so the road could be paved. The extra cost for Misc. Milling Concrete Surfaces was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on September 23, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: 87293A; FHWA, 19.19%; City of Dearborn, 80.81%, 89213A; FHWA, 81.85%; Wayne County, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48126.

160. **Extra 2008 - 142**

Control Section/Job Number: 82102-45711 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: Bergmann Associates, Inc.
Engineer's Estimate: \$34,459,282.80

Description of Project:

3.85 mi of freeway and ramp reconstruction and 10 structure rehabilitations on M-14 from the Wayne/Washtenaw County line easterly to Sheldon Road, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 9, 2006	
Original Contract Amount:	\$26,918,210.62	
Total of Overruns/Changes (Approved to Date):	(1,133,437.46)	- 4.21%
Total of Extras/Adjustments (Approved to Date):	2,339,546.78	+ 8.69%
Total of Negative Adjustments (Approved to Date):	(164,134.04)	- 0.61%
THIS REQUEST	<u>11,600.79</u>	+ 0.04%
Revised Total	<u>\$27,971,786.69</u>	+ 3.91%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.87% over the original budget for an **Authorized to Date Amount** of \$27,960,185.90.

Approval of this extra will place the authorized status of the contract 3.91% or \$1,053,576.07 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-151	17 r. 3, 35 r. 1	\$1,829,960.88	10/02/07
2007-172	40 r. 1, 41	\$232,771.23	11/06/07
2008-016	42 r. 1	\$8,466.29	02/05/08
2008-076	51, 53	\$48,410.79	5/20/08
2008-084	52 r. 1, 54, 55	\$64,694.21	06/03/08
2008-121	56, 58, 59, 60 r 1, 61, 62 r 1	\$60,050.82	08/19/08

Contract Modification Number(s): 63 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 63

Beck Road Approach Work	1.000 LS @ \$11,600.79/LS	<u>\$11,600.79</u>
Total		<u>\$11,600.79</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 63

The plans indicated that a four inch relief joint would be needed in the approaches at the M-14 and Beck Road bridge. During the winter the area between the bridge and proposed relief joint deteriorated. The engineer determined that this area needed to be removed and replaced and directed the contractor to complete the work. The extra cost for Beck Road Approach Work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on September 23, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

OVERRUNS

161. **Overrun 2008 - 32**

Control Section/Job Number: 06609-87604 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Bilacic Trucking, Inc.
2172 East Huron Road - US Hwy 23
Au Gres MI 48703

Designed By: Shellenbarger Engineering and Surveying, PC
Engineer's Estimate: \$269,179.85

Description of Project:

0.20 mi of hot mix asphalt reconstruction and widening for center left turn lane including pavement removal, storm sewer, aggregate base, curb and gutter, and ADA sidewalk ramps on South Mackinac Street from Michigan Avenue to Luke Street in the city of Au Gres, Arenac County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 8, 2007	
Original Contract Amount:	\$209,146.50	
Total of Overruns/Changes (Approved to Date):	20,914.65	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	31,633.24	+ 15.12%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>3,500.00</u>	+ <u>1.67%</u>
Revised Total	<u>\$265,194.39</u>	+ 26.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 25.12% over the original budget for an **Authorized to Date Amount** of \$261,694.39.

Approval of this overrun will place the authorized status of the contract 26.79% or \$56,047.89 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Dr. Structure, Rem	7.000 Ea @ \$500.00/Ea	<u>\$3,500.00</u>
Total		<u>\$3,500.00</u>

Reason(s) for Overrun(s):

Several unknown drainage structures were found while completing the grading for the project. The engineer determined that seven of them could be removed; the rest needed to remain and have the cover adjusted to meet the current grades. The engineer directed the contractor to remove the drainage structures. This caused an overrun in the original bid item Dr. Structure, Rem.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on September 23, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 80%, City of Au Gres, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48703.

162. Overrun 2008 - 33

Control Section/Job Number: 20012-100989 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Rieth-Riley Construction Co., Inc.
P O Box 477
Goshen, IN 46527

Designed By: MDOT
Engineer's Estimate: \$256,651.40

Description of Project:

0.85 miles of hot mix asphalt cold milling and resurfacing on I-75BL from the southbound bridge over I-75 northerly to Lake State Railway and on M-72 from I-75BL easterly to Fulton Street in the city of Grayling, Crawford County.

Administrative Board Approval Date:	September 28, 2007	
Contract Date:	October 15, 2007	
Original Contract Amount:	\$205,075.73	
Total of Overruns/Changes (Approved to Date):	20,507.57	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>6,700.26</u>	+ <u>3.27%</u>
Revised Total	<u>\$232,283.56</u>	+ 13.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$225,583.30.

Approval of this overrun will place the authorized status of the contract 13.27% or \$27,207.83 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 5E3	147.000 Ton @ \$45.58/Ton	<u>\$6,700.26</u>
Total		<u>\$6,700.26</u>

Reason(s) for Overrun(s):

To allow for proper drainage on all lanes and the shoulder, additional hot mix asphalt material was needed. The engineer directed the contractor to pave the areas to allow for the proper drainage. This caused an overrun in the original bid items HMA, 5E3.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on September 23, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49738.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
September 11, 2008

Kirk T. Steudle
Director



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

September 17, 2008

Ms. Sherry Bond, Secretary
State Administrative Board
P.O. Box 30026
Lansing, Michigan 48909

Dear Ms. Bond:

The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for all maintenance/construction contracts \$25,000 or greater prior to commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510.09 Emergency Purchases, a letter describing the emergency and action taken shall be submitted to notify the SAB, Civil Service Commission, and other sources, if applicable.

On April 30, 2008, MDOT determined an emergency contract was needed to repair two weigh-in-motion scales at the Mackinac Bridge located on the north end near the toll plaza. These scales are embedded in the roadway to capture the axle and gross vehicle weight of trucks crossing the bridge. These scales are critical in maintaining the structural integrity of the bridge, which if compromised, would cause public safety concerns and interrupt commerce between Michigan's two peninsulas through weight restrictions or bridge closure.

These scales were manufactured by Mettler Toledo Incorporated and installed by D.C. Martin & Son Scales Incorporated in 1996 at a cost of \$252,792. The southbound scale quit functioning due to failure of the electronic circuit boards used to determine weights and to communicate with the Mackinac Bridge Operations Center and the State Police Motor Carrier Station. Although the northbound scale continued to communicate with the Operations Center, it would not communicate with the Motor Carrier Station. These circuit boards, which utilized Disk Operating System (DOS) software, were no longer available for replacement. Due to age and past usage, these scales also required frame retro kits, new corner blocks, and shims for continued use and weight accuracy. Immediate repair of these scales was necessary because of heavy loading of equipment on the bridge with the starting of the bridge deck resurfacing and bridge painting projects.

Mettler Toledo Incorporated stated in writing that D.C. Martin & Son Scales Incorporated is the only authorized repair provider for Mettler Toledo scales in the region servicing the Mackinac Bridge. D.C. Martin & Son Scales Incorporated quoted a price not to exceed \$57,395 to repair the existing scales and to upgrade the software, operating system, and reporting displays. The total invoice price came to \$57,515.50, which also includes the \$120.50 freight charge. A purchase order was issued by the Mackinac Bridge Authority on April 30, 2008, authorizing these emergency repairs.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517-241-2674.

Sincerely,

 Kirk T. Steudle
Director

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Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of September 17, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting held September 17, 2008, be approved and adopted with the withdrawal of Item 113 of the regular agenda by the Department of Transportation at the State Administrative Board meeting of September 23, 2008. The motion was supported by Mr. Isom and unanimously approved.

5. ADJOURNMENT:

Ms. MacDowell moved to adjourn the meeting. The motion was supported by Mr. Herzig and unanimously approved. Mr. Liedel adjourned the meeting.

SECRETARY

CHAIRPERSON